The Hong Kong Daily Press.

No. 7127 號七十二百壹千七第 日八月九年辰庚緒光 HONGKONG, MONDAY, OCTOBER 11TH, 1880. 壹拜禮 號壹十月十英 港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

October 8, HAINAN, American steamer, 380, Conner, Hiaphong 5th October, and Hoihow 7th, Rice, &c.—AFONG and SHING LOONG.

October 9, FOKIEN, British str., 509, J. C. Abbott, Tamsui 4th October, and Amoy 7th, General.—D. LAPRAIK & Co.

October 9, YANGTSE, French steamer, 2,393, Champonnis, Marseilles 5th September, Naples 7th, Port Said 11th, Suez 12th, Aden 17th, Galle 24th, Singapore 1st October, and Saigon 4th, Mails and General.—MESSAGERIES MARITIMES.

October 9, YANGTSZE, British steamer, 782, Schultze, Shanghai 5th October, General.—SIEMSSEN & Co.

October 9, EMUY, Spanish steamer, 222, F. Blanco, Manila 6th October, General.—REMEDIOS & Co.

October 9, BRISBANE, British steamer, 891, Reddell, Sydney 17th September, Cooktown 23rd, and Port Darwin 29th, General.—GIBB, LIVINGSTON & Co.

October 9, YOTUNG, British str., 236, D. Scott, Swatow 8th October, General.—KWOK ACHEONG & SONS.

October 10, RUSSIA, Russian steamer, 1,800, Balck, Foochow 8th October, Tea.—CAPTAIN.

October 10, CHARLES T. HOOK, British str., 902, W. W. Bradley, Saigon 4th Oct., General.—ED. SCHELLHASS & Co.

October 10, SIMLAS, French bark, 311, C. Huet, Chefoo 2nd October, General.—CAPTAIN.

October 10, IRAOUADDY, French str., 2,177, Magé, Shanghai 8th October, Mails and General.—MESSAGERIES MARITIMES.

October 10, ALBAY, British steamer, 366, F. Ashton, Taiwanfoo 5th October, Amoy 7th, and Swatow 9th, General.—D. LAPRAIK & Co.

October 10, LORNE, British steamer, 1,035, McKechnie, Singapore 2nd Oct., General.—JARDINE, MATHESON & Co.

October 10, AUGUSTE, British 3-m. schooner, 210, P. Thomsen, Amoy 14th Sept., General.—MEYER & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 9TH.

Laffarette, French bark, for Newchwang.
Nardoo, British bark, for Nagasaki.
Flachero, British bark, for San Francisco.
Pernambuco, British str., for Vladivostock.
Haiman, American steamer, for Hoihow.
Fokien, British steamer, for Amoy.

DEPARTURES.

October 9, JAVA, Dutch str., for Haiphong.
October 9, CHIN-TUNG, Chinese steamer, for Shanghai.
October 9, GLENEAGLES, British str., for Shanghai.
October 9, AJAX, British steamer, for Singapore and London.
October 10, HING-SHING, Chinese steamer, for Swatow.
October 10, AMOY, Brit. str., for Shanghai.
October 10, PEI-HO, Ger. bark, for Bangkok.
October 10, JONGE JUAN, Spanish str., for Amoy.
October 10, FERNAMBUCO, British str., for Vladivostock.
October 10, JOHN P. BEST, Belgian str., for Shanghai.
October 10, JOHN A. BRIGGS, American ship, for San Francisco.
October 10, SIAMESE CROWN, Siamese ship, for Bangkok.
October 10, STARLIGHT, Siamese brig, for Bangkok.
October 10, BESSIE, British brig, for Port Elizabeth.

PASSENGERS.

ARRIVED.

Per *Yangtsé*, str., from Marseilles, &c.—For Hongkong.—Messrs. Hohnke and Lavest, from Marseilles. From Singapore.—Mr. Ramar Alengny. From Saigon.—Sisters Agathe and Hélène, Mr. Appassatohes, and 59 Chinese. For Shanghai.—Mr. and Mrs. Hughes, Mr. and Mrs. Howat, Dr. and Mrs. Donitz, and 2 children, Messrs. H. Good, Bauerman and brother, and Vilsley, and Messrs. Courtanx, Cordier, Bouhard, Thibault, Lucas, Meury, Bailly, Hatinais, and Chanley (missionaries), from Marseilles. From Naples.—Mr. V. Ghitsa. From Singapore.—Mr. and Mrs. Joseph. For Yokohama.—Messrs. Tanson, Ligneul, and Domergue, and 10 Japanese, from Marseilles. From Singapore.—Mr. Pietro Lacconi.

Per *Brisbane*, str., from Sydney, &c.—Mr. and Miss Sam Ying and boy, Messrs. A. French and J. Perry, and 23 Chinese from Sydney. From Melbourne.—21 Chinese. From Cooktown.—2 Chinese. From Port Darwin.—15 Chinese.

Per *Iravaddy*, str., from Shanghai.—For Hongkong.— r. and Mrs. G. B. Ost, Messrs. Melvill and P. Rustonjee, and 17 Chinese. For Saigon.—Mr. Feuillerat André. For Suez.—Mr. Patchiskoff. For Naples.—Mr. Bochuncheff. For Marseilles.— r. E. A. Kesney.

REPORTS.

The British steamship *Albay* reports left Taiwanfoo on the 5th inst., and experienced strong N.E. winds and high sea to Amoy. Left Amoy on the 7th, and had moderate N.E. breeze and fine weather to Swatow. Left Swatow on the 8th, and had light winds from the E.N.E. and fine weather throughout the passage. Passed two steamers between Breaker Point and Hongkong, all bound up the coast. In Amoy H.M.S. *Swinger* and steamship *Lee-yuen*. In Swatow the steamships *Kwangtung* and *Marimar*.

The British steamship *Fokien* reports left Tamsui on the 4th instant, and Amoy on the 7th. From Tamsui to Amoy fresh N.E. winds and fine weather. From Amoy to Hongkong fresh N.E. winds and cloudy weather to Lamocks; thence to port light variable winds and fine weather. In Amoy H.M.S. *Swinger*. The Company's steamer *Namoa* left for Foochow on the night of the 6th. The Company's steamer *Albay* left for Swatow, and the steamship *Lazquen* for the North on the 7th. Passed the steamship *Kwangtung* off Saddle Islands, bound North.

The British steamship *Brisbane* reports left Sydney on the 17th September at 1 p.m., and cleared the Heads at 1.30 p.m.; cleared Whitsunday Pass at 6 p.m. on the 21st; arrived in Cooktown at 7.30 a.m. on the 23rd; sailed again at 11.30 a.m.; anchored off Hoyick Island at 7 p.m., and proceeded 2.50 a.m. on the 24th; anchored off Piper Island at 7.50 p.m., and sailed 3.45 a.m. on the 25th; landed passengers at Somerset Island at 1.15 p.m., and cleared Albany Pass at 1.35 p.m.; West end of West Vernon Island abeam at 5.40 p.m. on the 28th; anchored at 7.50 p.m., and sailed at 5 a.m. on the 29th; arrived Port Darwin at 7.30 a.m., and left again at 6.45 p.m. Passed Banka Island at 3.42 p.m. on the 3rd October; cleared Basilian Straits at 6 a.m. on the 5th. Passed the steamship *Heath* off Pauny Island at 6.30 p.m. on the 6th. Passed Cape Calavite at 2.45 a.m. on the 7th. Passed the Company's steamship *Menmuir* off Lubang Island at 5 a.m. On the 25th at 8.35 p.m., passed the steamship *Somerset* off Booby Island, from Singapore to Thursday Island; arrived in Hongkong 8.30 p.m. on the 9th. From Sydney to 17 North latitude had moderate, variable South-east winds with fine weather; thence to Hongkong fresh North-east winds and fine weather.

AUCTION SALES TO-DAY.

J. M. ARMSTRONG,
At 2 P.M.,
Household Property.

BANKS.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL ..... £800,000.
RESERVE FUND ..... £190,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.
ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.
FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

WILLIAM FORREST,
Manager.
Hongkong, 10th May, 1880. [968

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.
RESERVE FUND ..... 1,600,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. McIVER, Esq.
Adolf André, Esq. | R. Hoppius, Esq.
E. K. Belilios, Esq. | F. D. Sassoon, Esq.
R. L. Dalrymple, Esq. | W. S. Young, Esq.
H. de Courcy Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
91] Hongkong, 16th August, 1880.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP ..... £3,200,000.
RESERVE FUND ..... £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:
LONDON, MARSEILLES, LYONS, NANTES, BOURBON, BOMBAY, CALCUTTA, SHANGHAI, MELBOURNE, SAN FRANCISCO, HONGKONG, HANKOW, FOOCHOW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.
20th May, 1879. [10

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL ..... £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.
Oriental Bank Corporation,
Hongkong, 4th September, 1879. [12

NATIONAL BANK OF INDIA, LIMITED.

In accordance with instructions received from the Board of Directors, the HONGKONG BRANCH of this BANK will be CLOSED on the 30th September. Messrs. TURNER & Co. will act as the BANK'S AGENTS at this Port.

R. HORNE BOYD,
Acting Manager.
Hongkong, 22nd September, 1880. [1527

CANTON INSURANCE OFFICE.

Notice is hereby given that the ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Office will be held at the Office of the Undersigned, No. 7, Queen's Road, on THURSDAY, the 28th instant, at HALF-PAST TWO o'Clock P.M.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office.
Hongkong, 1st October, 1880. [1580

LOST, a BLACK CHINESE DOG, answering to the Name of "BRUIN." Any Person bringing him to Mr. BRERETON, 29, Queen's Road, will receive $5 REWARD.
Hongkong, 30th September, 1880. [1566

NOTICE.

THE OFFICE of Mr. R. H. CAIRNS and the Undersigned has been This Day REMOVED to No. 14, PRAYA, opposite Messrs. DOUGLAS LAPRAIK & Co.'s Wharf.

E. BURNIE,
Marine Surveyor.
Hongkong, 30th September, 1880. [1574

NOTICE.

THE Public are WARNED against RECEIVING FIVE-DOLLARS NOTES of the HONGKONG AND SHANGHAI BANKING CORPORATION numbered 122,001 to 122,500, dated 23rd May, 1877, and signed by EDWARD COPE, pro Manager, and R. A. NELSON, pro Accountant; these Notes having been STOLEN.
For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.
Hongkong, 31st August, 1880. [1415

A FONG,
PHOTOGRAPHER,
By Appointment to H.E. Sir ARTHUR KENNEDY, H.E. Admiral RYDER, and H.I.H. The GRAND DUKE ALEXIS OF RUSSIA, having returned from his tour to Peking and the Northern Ports, has now the satisfaction to offer a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KIUNG-CHOW, have recently been added to the above.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
D. K. GRIFFITH holds authority to SIGN,
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel.

NOTICES OF FIRMS.

NOTICE.

WE have authorized Mr. JOHN PATRICK LALOR to SIGN the NAME of our FIRM.

MARGESSON & Co.
Macao, 5th October, 1880. [1m1597

NOTICE.

WE have This Day established a BRANCH of our FIRM in Hongkong, and have authorized Mr. P. Z. MARTIN to SIGN the NAME of our FIRM.

M. MARTIN & Co.,
(of Calcutta).
Hongkong, 20th September, 1880. [1519

NOTICE.

WE have authorized Mr. WILLIAM HOMFRAY FULLER DARBY to SIGN the NAME of our Firm in Hongkong and China.

GIBB, LIVINGSTON & Co.
Hongkong, 7th September, 1880. [1m1448

TO BE LET.

TO LET.

FIRST FLOOR and GROUND FLOOR of HOUSE No. 4, PRAYA EAST (known as the Blue House); Possession on the 1st of October.

Also,
The HOUSE opposite the WANCHI PIER, Marine Lot No. 29, containing 8 Rooms, &c., &c., with Gas and Water laid on; Immediate Possession.

Apply to MEYER & Co.
Hongkong, 3rd September, 1880. [1426

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch. Also entire GODOWNS to be LET.
919] MEYER & Co.

TO LET.

THE TWO HOUSES, Nos. 14 and 16, STAUNTON STREET, lately in the occupation of the Temperance Hall.
The DWELLING HOUSES, Nos. 31 and 33, WELLINGTON STREET.
OFFICES in CLUB CHAMBERS, now in the occupation of the HONGKONG AND WHAMPOA DOCK COMPANY, with strong Room attached; also other OFFICES and CHAMBERS in the same building.
Apply to

DOUGLAS LAPRAIK & Co.
Hongkong, 16th August, 1880. [41

TO LET.

NO. 8, HOLLYWOOD ROAD, containing 8 Rooms and Out-houses.
No. 9, SEYMOUR TERRACE.
Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 27th September, 1880. [214

TO LET.

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.
Apply to MEYER & Co.
Hongkong, 26th July, 1879 [1417

TO LET.

A BUNGALOW, VICTORIA PEAK, with every accommodation and Tennis Lawn; Possession from the 1st November. Terms moderate.
Apply to J. G. SMITH & Co.,
5, Duddell Street.
Hongkong, 4th October, 1880. [1523

TO LET.

THE "EYRIE," VICTORIA PEAK, with Immediate Possession for remainder of the summer months.
The BASEMENT of "FAIRLEA," 5 Rooms and Garden.
LARGE and SMALL GODOWNS at FLETCHER'S BUILDINGS. Also STORAGE for Timber, &c., on Water side.

DAVIS & Co.
Hongkong, 6th September, 1880. [1439

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.
HITHERTO CALLED THE STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ..... TWO MILLIONS STERLING.

The Undersigned are prepared to ISSUE POLICIES covering FIRE RISKS at current rates.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 27th August, 1880. [1392

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879. [1432

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.
Discount 20 %.

VOGEL & Co.
Hongkong, 1st March, 1878. [25

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872 [21

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %, on the premia.

NORTON & Co.,
Agents.
Hongkong, January, 1876. [8

DENTAL NOTICE.

DR. ROGERS, now on a visit to Shanghai, will return to Hongkong early in the winter as usual.
Hongkong, 1st April, 1880 [32

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$20 ..... per case of 2 dozen pints.
$19 ..... per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869.
"VIN DES PRINCES."
$18 ..... per case of 1 dozen quarts.
PALMER MARGAUX.
$7 ..... per case of 1 dozen quarts.
$8 ..... per case of 2 dozen pints.
CHATEAU BELAIR.
$7 ..... per case of 1 dozen quarts.
LORMONT.
$5 ..... per case of 1 dozen quarts.
$6 ..... per case of 2 dozen pints.

SIEMSSEN & Co.
Hongkong, 13th February, 1880. [27

AUCTIONS.

VALUABLE LEASEHOLD PROPERTY.

TO be SOLD by PUBLIC AUCTION (if not previously disposed of by Private Sale),

THIS DAY,
the 11th day of October, 1880, at THREE P.M., on the Premises, by

Mr. J. M. ARMSTRONG, Auctioneer,
Under the directions of the Mortgagee, pursuant to a power of Sale reserved in an Indenture of Mortgage,—

ALL that ONE UNDIVIDED MOIETY or Half Share of and in all that Piece or Parcel of GROUND situate, lying, and being at Victoria, in the Island of Hongkong abutting on the North side thereof on First Street, Syingpoon, and measuring thereon Fifty-two and a half feet, on the South side thereof on Second Street, Syingpoon, and measuring thereon Fifty-two and a half feet, on the East side thereof on a close registered in the Land Office as Inland Lot Number Six Hundred and Thirty-one, and measuring thereon One Hundred and Five feet, and on the West side thereof on a close registered in the Land Office as Inland Lot Number Six Hundred and Twenty-nine, and measuring thereon One Hundred and Five feet; which said Piece or Parcel of Ground contains in the whole Five Thousand Five Hundred and Twelve square feet, and is registered in the Land Office as INLAND LOT No. 630, with the substantial and well built PREMISES thereon, held under a Crown Lease dated the 24th day of August, 1861, for a term of Nine Hundred and Ninety-nine years, to be computed from the 26th day of December, 1860, subject to the payment of an Annual Crown Rent of $72.80, and to the usual covenants and conditions in the Crown Lease.

For further Particulars of the Property and Conditions of Sale, apply to

BRERETON AND WOTTON,
Mortgagee's Solicitors,
29, Queen's Road Central, Hongkong;
or, to the Auctioneer.
Hongkong, 20th September, 1880. [1504

PUBLIC AUCTION.

THE Undersigned has received instructions from J. MACFARLANE, Esq., to Sell by Public Auction on

WEDNESDAY,
the 13th October, 1880, at TWO P.M., at his Residence, No. 12, Seymour Terrace, the whole of his

HOUSEHOLD FURNITURE, &c.,
comprising—
ROUND CENTRE TABLE, EASY CHAIRS, CARD TABLE, COUCHES, CHIMNEY GLASSES, PICTURES, KEROSINE LAMPS, and CORNER WHATNOTS.
DINING TABLE, SIDEBOARD, WHATNOTS, DINNER, DESSERT, and BREAKFAST SETS, GLASS and PLATED WARE.
IRON BEDSTEAD, CHILD'S COT, WARDROBES, CHEST of DRAWERS, WASHSTAND, TOILET TABLE and GLASS.
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 8th October, 1880. [1607

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, under power contained by Bill of Sale, on

THURSDAY,
the 21st October, 1880, at THREE o'Clock P.M., on Board, the well-known CUTTER YACHT

"NAID,"

of 29 Tons Register; Length 51 feet 1 inch, Beam 11 feet 7 inches, and Depth of Hold 9 feet 10 inches. She was built in Hongkong, by JOHN JACK in 1867, and had a New Suit of Sails made by W. DOLAN in 1878.
With everything complete, as per Inventory, which can be seen at the Undersigned.
Also,
MOORINGS, &c.
TERMS OF SALE.—Cash on the fall of the hammer.

G. R. LAMMERT,
Auctioneer.
Hongkong, 5th October, 1880. [1592

IN THE MATTER OF THE TRUST DEED FOR THE BENEFIT OF CREDITORS EXECUTED BY WILLIAM McGREGOR SMITH, AND IN THE MATTER OF THE BANKRUPTCY ORDINANCE, 1864.

NOTICE is hereby given that a MEETING of the CREDITORS of the said WILLIAM McGREGOR SMITH will be held, pursuant to the 167th Section of Ordinance No. 5 of 1864, before HENRY FREDERICK GIBBONS, Esquire, Official Assignee, in Bankruptcy, at the Supreme Court House at Victoria, in the Colony of Hongkong, on THURSDAY, the Sixth day of January, 1881, at TWELVE of the Clock, Noon, when the Trustee will submit a Statement of the whole Estate collected by him and of the Property outstanding specifying the cause of its being so outstanding, and of all the Receipts and of all the Payments thereout made, and at such Meeting any Creditor who has proved may attend and examine such Statement and compare the Receipts with the Payments. The Meeting will also declare, by resolution whether any and what part of the remaining produce of the said Estate (after making a reasonable deduction for future contingencies) shall be distributed by way of FINAL DIVIDEND amongst the Creditors.

Creditors who have not already proved their Debts are to come prepared to prove the same, or they will be excluded from the benefit of the said Final Dividend, and all Claims not then proved will be disallowed.

Dated the 5th day of October, 1880.

WM. H. BRERETON,
Trustee of the Estate of
WM. McGREGOR SMITH.
BRERETON AND WOTTON,
Solicitors for the Trustee,
29, Queen's Road, Hongkong. [1590

NOTICE.

THE HOTEL DE L'UNIVERS.

NOTICE is hereby given that the HONGKONG AND SHANGHAI BANKING CORPORATION have this day entered into possession of all and singular the GOOD-WILL of the above-named Hotel and the STOCK-IN-TRADE, FURNITURE, WORKS OF ART, PLATE, PLATE ARTICLES, LINEN, GLASS, CHINA, BOOKS, WINES, LIQUEURS, and HOUSEHOLD FITTINGS, and EFFECTS, and ARTICLES of USE and ORNAMENT, and all other the GOODS, CHATTELS, FIXTURES, and EFFECTS whatsoever, which are in or about the said HOTEL DE L'UNIVERS or any other premises within which the business is carried on, under the Provisions of a Bill of Sale dated the 8th July, 1873, and made between Mr. VIRGIL FAVRE, Keeper of the said Hotel of the first part, FREDERIC DEGENAER, Merchant, of the second part, and the said Banking Corporation of the third part.

Dated this 5th day of October, 1880.

SHARP, TOLLER, AND JOHNSON,
Solicitors for the said Banking Corporation.

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT,
57, WYNDHAM STREET,
Sept. 15] HONGKONG. [1479

KEATING'S BONBONS OR WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1413

INTIMATIONS.

FOR SALE, CHEAP.

A GUNBOAT'S NEW BOILER, 20-HP. (nominal; its shell is ½-inch Plate best Lowmoor Iron; it has been tested to 180 lbs. to the square inch pressure; never been used.
A VERTICAL BOILER, 10-H.P. (nominal); is nearly new.
2 8-H.P. BOILER, with Return Tubes.
1 4-H.P. VERTICAL BOILER, with Galway's Patent Tubes.
1 1-H.P. STEEL BOILER.
2 TAYLOR'S PATENT 10-H.P. DOUBLE-CYLINDER DONKEY ENGINES, fitted with Pulley for driving Machinery.
2 10-H.P. STEAM-LAUNCH ENGINES.
1 1-H.P. ENGINE and PUMP.
A Powerful JIB-CRANE, 3 Powerful CRAB WINCHES, a NEW CAST IRON SAW BENCH and 3 CIRCULAR SAWS, a NEW DOUBLE WOOD LATHE, 8 8-tons SCREW LIFTING JACKS, a NEW GRINDING STONE (5½ feet in diameter, by 12 inches wide), A PATENT COPPER COOKING APPARATUS and CONDENSER, 2 Boxes TAPS and DIES, 5 CRANK BRACES, 10 RATCHET BRACES, 5 DRILLING POSTS, a quantity of ENGINEER'S, BOILERMAKER'S, and BLACKSMITH'S TOOLS, 5 TUBE EXPANDERS, 10 STEAM WHISTLES, 12 STEAM PRESSURE GUAGES, 10 SALTER'S SPRING BALANCES, 11 STEAM INDICATORS, 1 AZIMUTH COMPASS and BINNACLE STAND, 3 WALKER'S PATENT LOGS, about 2,000 lbs. FUNNELLING, 12 PULLEYS and SHAFTINGS, 3 ANCHORS, 300 Fathoms CHAIN CABLE, 2 NEW IRON BUOYS (6 ft. by 4), 6 Coils CHARCOAL WIRE ROPE, 5 Coils Russian HEMP ROPE.
A GATLING GUN, 2 NEW WROUGHT IRON RIFLED BLAKELY'S GUNS (24-Pounders), about 10 tons Staffordshire Best BAR IRON.
And
A Consignment of HUBBUCK'S PAINTS and OILS, comprising ZINC, WHITE LEAD, BLACK and RED PAINTS, and OXIDE PAINT, RAW and PALE BOILED OIL, and ENGINE OIL.
For Particulars, apply to

J. M. ARMSTRONG,
Auctioneer, Queen's Road.
Hongkong, 20th September, 1880. [1502

FOR SALE.

FIVE THOUSAND NEW REMINGTON RIFLES.

VOGEL & Co.
Hongkong, 24th September, 1880. [1383

FOR SALE.

KEROSINE OIL, DEVOE'S and PRATT'S. American LAGER BEER.

VOGEL & Co.
Hongkong, 6th July, 1880. [1124

L. ROSE & Co.'S CELEBRATED LIME JUICE CORDIAL.
Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.
Hongkong, 19th May, 1880. [847

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers.

G. FALCONER AND CO.,
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL.

DYNAMITE, FUSES, DETONATORS, &c., from
NOBEL'S EXPLOSIVES CO., LIMITED, GLASGOW,
can be had in any quantity on application to
THE BORNEO CO., LIMITED,
Agents.
Hongkong, 9th March, 1880. [429

FOR SALE, CHEAP.

A FEW EXCELLENT VILLA BUILDING PLOTS on BONHAM ROAD, on Leases of 979 years, at a nominal Crown Rent.
Apply to

H. A. WOOLNOUGH,
Hongkong Dispensary.
Hongkong, 16th July, 1880. [1196

FOR SALE.

SCHIEDAM GENEVER in STONE JARS. PRIME RIFLES and SALOON RIFLES, CARTRIDGE CASES, and RE-LOADING CAPS, Good NAVY COCOA, &c., &c.
Apply to J. F. SCHEFFER,
54, Praya Central.
Hongkong, 18th August, 1880. [1455

FOR SALE.

MUNTZ'S PATENT YELLOW METAL SHEATHING, ALL SIZES; and COMPOSITION NAILS, in Lots to suit Purchasers.

G. R. LAMMERT,
Peddar's Wharf Buildings.
Hongkong, 29th July, 1880. [1255

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 2nd July, 1877. [1094

FOR SALE.

DICTIONNAIRE CHINOIS—FRANCAIS ET LATIN,
By M. DE GUIGNES.
1 vol., strongly bound, and in excellent condition.
Apply to LEONG AKIU, *Daily Press* Office.

FOR SALE.

CUTLER, PALMER'S CELEBRATED WINES AND COGNAC.
Price List on application.

F. BLACKHEAD & Co.
Hongkong, 1st November, 1877. [33

FOR SALE.

CUTLER, PALMER & Co.'S
CLARETS, at $13½, $9, $8, $7, $6, and $4½ PER CASE OF 1 DOZEN QUARTS.
SHERRIES, at $10½, $9½, $9, and $8½ PER CASE OF 1 DOZEN QUARTS.
CHAMPAGNE, at $13½ PER CASE OF 2 DOZEN PINTS.
CHAMPAGNE, at $12½ PER CASE OF 1 DOZEN QUARTS.
HOCK, at $9 PER CASE OF 1 DOZEN QUARTS.
BRANDIES, *****, and ****, at $7½, $8½, $10, and $11 PER CASE OF 1 DOZEN QUARTS.
Detailed Price Lists on application to

SIEMSSEN & Co.
Hongkong, 6th January, 1880. [28

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1880. [30

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax } CANVAS.
Crown
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [29

NOTICES TO CONSIGNEES.

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "EUPHRATE," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before THREE P.M., TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after SATURDAY, the 16th instant, at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 9th October, 1880.

FROM LONDON AND SINGAPORE.

THE Steamship "GLENEAGLES" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, are being landed at their risk into the godowns of the Undersigned, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, the 7th instant.
Cargo remaining undelivered after the 13th October will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.
Hongkong, 7th October, 1880. [1w1603

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO'S S.S. "DIOMED," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 11th instant for shipment per Steamer "ORESTES."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th October, 1880. [1582

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "DIOMED" are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th October, 1880.
Goods undelivered after the 11th October, 1880, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th October, 1880. [1516

CASTLE LINE OF STEAMERS.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship "GLAMIS CASTLE," Greig, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods (with the exception of Opium) are being landed at their risk into the Godowns of the Undersigned at Wanchai, whence delivery may be obtained.
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on unless notice to the contrary be given before ONE P.M. TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 11th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.
Hongkong, 4th October, 1880. [1556

GERMAN BARK "DOROTHEA," FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 20th September, 1880. [1509

NOTICE TO CONSIGNEES.

STEAMSHIP "SOMIDA-MARU," FROM KOBE AND YOKOHAMA.

CONSIGNEES of CARGO by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge or remaining on board after TUESDAY, the 28th September, will be landed and stored at Consignees' expense and risk.
No Fire Insurance will be effected.

MITSU BISHI MAIL S.S. CO.,
No. 50A, Queen's Road.
Hongkong, 27th September, 1880.

A. MILLAR & CO.
PLUMBERS, GASFITTERS, COPPERSMITHS, & BRASSFOUNDERS,
OFFICE AND WAREROOM—FLETCHER'S BUILDINGS, QUEEN'S ROAD EAST.
WORKS—SPRING GARDENS, WANCHI.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

On and after FRIDAY, the 8th instant, the NIGHT BOAT will leave HONGKONG at HALF-PAST FIVE P.M., and CANTON at FIVE P.M.

By Order,

P. A. DA COSTA,
Secretary.
Hongkong, 7th October, 1880. [1w1601

TOWAGE.

THE American Steamer "SEA GULL" is prepared to TOW VESSELS in the harbour or at sea. MODERATE CHARGES. Orders may be left at COSMOPOLITAN DOCK OFFICE, Messrs. MACEWEN, FRICKEL & Co.'s, Messrs. F. BLACKHEAD & Co.'s, or with the CAPTAIN on board. Call Signal J., Commercial Code.
Hongkong, 7th October, 1880. [1602

CHAS. J. GAUPP & Co.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS,
Have

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, &c.,
FOR 1880,
(With which is incorporated "THE CHINA DIRECTORY").

This Work, the ONLY one of the kind in China or Japan, is now in the
EIGHTEENTH YEAR
in its existence, and is NOW READY for SALE.

It has been compiled from the MOST AUTHENTIC SOURCES, and no pains have been spared to render it THOROUGHLY RELIABLE, both as a Directory and as a Work of Reference on Commercial Matters.

Various additions have been made, tending to render the Work still more valuable for reference. The descriptions of each Port have been carefully revised, and the trade statistics brought down to the latest dates obtainable.

"The Chronicle and Directory for China, Japan, and the Philippines" is published in Two Forms—Complete at $5; or with the Lists of Residents, Port Descriptions and Directories, Plan of Victoria, and Code of Signals, at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

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FORMOSA.....Messrs. Wilson, Nicholls & Co.
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NINGPO.....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.....Messrs. Hall & Holtz.
SHANGHAI.....Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS.....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.....The C. and J. Trading Co.
HIOGO, OSAKA..The C. and J. Trading Co.
YOKOHAMA.....*Japan Gazette* Office.
MANILA.....Messrs. Viudade Loyzaga & Co.
SAIGON.....Mr. J. H. Bloom.
SINGAPORE.....Messrs. Sayle & Co.
BANGKOK.....Messrs. Malherbe, Jullien & Co.
LONDON.....Mr. F. Algar, Clement's Lane.
LONDON.....Messrs. Geo. Street & Co.
SAN FRANCISCO.....Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.....Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 13th January, 1880.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and His Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [31

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisements which are not ordered for a fixed period will be continued until countermanded.

The Daily Press.

HONGKONG, OCTOBER 11TH, 1880.

In his report on the trade of the Philippine Islands for 1879, Consul PAULI refers to the case of the steamer *Ganga*, and the want of a dock and other conveniences for vessels at Manila. The want of a dock may soon be partly remedied by the erection of a patent slip, but much more than that will have to be done to render Manila a convenient port of call for large steamers. The British Consul says frankly that the arbitrary Customs regulations are of themselves sufficient to deter any vessel not specially destined for the port from entering, either for repairs or from stress of weather, and goes on to remark:—"Vessels not having their manifests in proper order, or having more or less cargo than they have declared, are liable to heavy fines and penalties, confiscation of cargo, and even of ship. No allowance is made for the fact that the vessel not being destined for the port was ignorant of the laws, and manifests are required of them, declaring number of packages, weights, &c., measurements and contents of cases; information in most cases impossible to procure. Every nation has the right to protect its revenues and to prevent smuggling, but to subject vessels putting in by stress of weather to the severe code of Custom regulations, and to take advantage of their inability to comply, is hardly a reputable way of increasing the revenue. It is to be hoped that the representations made by other countries to the Spanish Government will lead to revision of these regulations, and to more liberal treatment." Every one interested in commerce must echo the hope thus expressed, but it is sadly to be feared that the Spanish Authorities are insensible to their duty or they would long since have revised the Port Regulations at Manila. The Board of Trade, so long ago as 1874, issued a notice to shipmasters warning them of the dangers they might incur by putting into Spanish ports in distress. The Spanish Authorities ought to show reciprocity and extend to other nationalities the privileges Spanish vessels enjoy in foreign ports. Such a thing as the confiscation of part of the cargo and infliction of a heavy fine on a vessel in distress like the *Ganga* would never have been thought of in Hongkong, and the act was most discreditable to the Manila Authorities. The only wonder is that the British Government did not demand the restoration of the fine and cargo, in which case Spain would have been compelled to eat humble pie. Much better would it be for the Spanish Government to show a little more liberality and commonsense in their dealings with foreigners and thus encourage the trade of the Philippines instead of, as at present, cramping it with restrictions and heavy duties on merchandise. It is to be hoped that the Spanish Authorities will see the folly of their illiberal policy, and decide to make the harbour dues and customs duties in the Philippines less burdensome.

The delivery of the French mail was begun at 10.50 on Saturday morning.

We hear that the E. and A. Co.'s steamer *Normanby* has been sold to Messrs. Guthrie and Co., Singapore.

The next two direct steamers from Calcutta, with the tenth sale's opium, left that port for Hongkong on the morning of the 9th instant.

As will be seen on reference to the Australian mail news in another column, Mr. Granville Sharp has been lecturing in Adelaide, South Australia.

Copies of a treaty of commerce and navigation dated April 5th, 1880, which has been concluded between England and Roumania are published in Saturday's *Gazette*.

We regret (says the *Shanghai Courier*) to announce the death H. E. Señor C. A. de España, Minister Plenipotentiary for Spain at Peking, on the 1st instant, in consequence of the accident he met with in being thrown from his horse on 26th ultimo.

The Secretary of State for the Colonies writes to H.E. the Governor stating that the Shipwrecked Mariners' Society have expressed their willingness to undertake the duty of relieving and repatriating Colonial Seamen in distress in the United Kingdom, on the terms stated in his predecessor's circular despatch of the 12th August, 1879.

We learn by private advices from Amoy that four vessels have put into that port in distress, having suffered damage by the late typhoon, and more are expected to arrive. The Norwegian bark *Kvik* arrived on the 4th inst., the French barque *Chateaubriand* and the German barque *Faugh Balaugh* on the 5th, and the British barque *Hei Cheong* on the 6th, all in distress.

The return of revenue collected by the Collector of Stamp Revenue for September 1880, appears in the *Gazette*. The total revenue for the month was $10,081, there being an increase of $1,057 on the corresponding month last year. The amount collected this year up to September 30th was $94,245, and during the same period of the previous year $86,621, showing an increase of $7,623.

In Saturday's *Gazette* is published a despatch from Lord Kimberley transmitting copies of regulations relating to the remission of duties in the Colonies on articles imported for the use of Her Majesty's troops. These regulations, he states, have been drawn up by the War Office after considering all the suggestions made in reply to his predecessor's circular, and they were to be promulgated on the 1st August.

The following account of the average amount of bank notes in circulation in Hongkong, during the month ending 30th September is published in the *Gazette*:—

BANKS.	AVERAGE AMOUNT.
Oriental Bank Corporation	$806,402
Chartered Mercantile Bank of India, London, and China	484,218
Chartered Bank of India, Australia, and China	683,170
Hongkong and Shanghai Banking Corporation	1,683,800
Total	$3,463,590

It is notified in the *Gazette* that the Secretary of State for the Colonies has transmitted to the Governor of Hongkong a copy of a commission which the Queen has been pleased to issue under the Royal sign manual and signet, appointing the Right Honorable the Earl of Camperdown and Samuel Whitbread, Esq., M.P., to be Commissioners to inquire into the state of the defences of the more important colonial ports and coaling stations, and to consider the apportionment of the cost of such defences, in the place of the Right Honourable Hugh Culling Eardley Childers, M.P., and Thomas Brassey, Esq., M.P., who have been discharged by Her Majesty from further service as such Commissioners.

The British three-masted schooner *Auguste* Captain P. Thomsen, arrived here yesterday jury-rigged, having been in a typhoon. She reports:—Left Amoy on the 14th September. On the 27th about 15 miles West of Samasanna Island by dead reckoning encountered a very severe typhoon. At 8 a.m. wind commenced from the West, barometer 29.00, then hauling through N.W.N. to N.E. At 1 p.m. barometer 28.05, wind from the North, blowing a terrific gale, with sea from all quarters, ship entirely on her beam-ends and under water; had to cut away the fore-mast to bring the ship to the wind, sea breaking all over the ship, washing away wheel-house, binnacle, and boats, and smashing everything in the cabin and forecastle. At 3 p.m. the wind began to moderate and barometer rose to 28.75. The next morning sighted two men on a piece of wreck, but could not render them any assistance. Rigged up as much sail as possible and steered for Hongkong, and had fine weather and light breeze till arrival. On the 30th passed the British bark *Livingston*, 20 miles S.E. of Samasanna, from Hongkong to Newchwang. On the 3rd instant passed the German schooner *H. Bremer*, from Amoy to Tientsin.

From the *Shanghai Mercury* we quote the following paragraph:—From the North we hear that at the Grand Council held on the 15th September, and which lasted from 11 p.m. to 8 a.m., the Western Empress decided that all those who are in favour of war should sign a document, guaranteeing that if China lost, the subscribers to it will pay all the indemnity that may be payable by China to Russia, since His Majesty was not of age and they were but two women, and would not take the responsibility of declaring war against Russia. The document was drawn up, and it was decided to send it first for signature to Li Hung-chang as Grand Secretary and Senior Guardian of the Emperor, also as the Principal Grandee of the Empire, so as to shift the responsibility of declaring war or concluding peace on to him and his Lieutenant. The document arrived at Tientsin at 8 a.m. on the 30th September. Li Hung-chang after consulting with his principal officers, declared in favour of peace, and what they decide will also be decided upon at Peking, since the two Empresses and Prince Kung have always been of the peace party."—The same paper also says that "arbitration is to be resorted to for the settlement of the Livadia Treaty; one of the Foreign Ministers on one side and Li Hung-chang on the other."

The subjoined items are taken from the *London and China Express* of the 3rd ult.:—

The *Charybdis*, 17, screw corvette, Captain Charles F. Hotham, from China, left Simon's Bay, Cape of Good Hope, on the 11th ultimo, for Devonport.

The *Sylvia*, 4, screw surveying vessel, Commander Pelham Aldrich, arrived at Simon's Bay, on the 10th ultimo, from China. She is to survey Orange River and Walwich Bay before resuming her voyage to Devonport.

It is stated that the fifth meeting of the Oriental Congress has been decided to be held at Berlin in September of the next year. Professor De Gubernotis, the Secretary of the fourth Oriental Congress, which was held at Florence, has recently published the first volume of the "Transactions of that Reunion."

Sir Edward Reed, K.C.B., M.P., late Chief Constructor to the Navy, has recently visited the shipbuilding yard of Messrs. Caird and Co., at Greenock, to see the two very large and powerful boats that firm are building for the P. and O. Company. Admiral Popoff, Chief Controller of the Russian Marine, and designer of the celebrated Imperial yacht '*Livadia*', has also visited the Messrs. Caird's establishment, attended by Captain Gonlieff and Lieutenant Valbas, of the Russian navy. The Admiral reached Greenock early in the afternoon, and was received at Prince's Pier Station by Mr. Caird and Mr. Patrick Caird. Arrived at the yard, the Admiral showed the greatest interest in the construction of the huge steamers, and in the machinery employed in the preparation of the material. The Admiral, after a visit of inspection to the Messrs. Caird's foundry at Catsdyke, left Greenock the same evening.

In the House of Commons on the 27th August, Sir Wilfrid Lawson asked the Secretary of State for India whether the important despatches on the Chefoo Convention, which the Secretary of State for Foreign Affairs was expecting when he received the deputation from the Anti-Opium Society on June 14th, had been yet received; and, if so, whether he was able to state their purport.—Sir C. Dilke said: I regret that the despatches referred to by the hon. baronet have not been received, and in justification of the statements made by my noble friend the Secretary of State for Foreign Affairs and myself, I may state that on May 6th Sir T. Wade telegraphed that the report in question would be forwared by the French mail leaving Shanghai on the 19th of that month. As the despatches had not reached the Foreign Office at the end of July, Sir T. Wade was instructed to report when they had been forwarded, and he replied on the 11th instant that the "report was not complete."

Notice of motion has been made in the House of Commons by Mr. A. McArthur that early next session he will call attention to domestic slavery in Hongkong, and the remarks by the Chief Justice of the Supreme Court.

His Excellency Chau Pyha Bhanuwongse Maha Kose Dhibodi ti Praklang, the Siamese Ambassador, has been presented in Paris with the insignia of a Commander of the Legion of Honour. His Highness Prince Prisdang and Phra Sri Dhamasara, in the suite of his Excellency, have been made Chevaliers of the same Order. His Excellency and suite leave by this mail for Siam.

Commander the Hon. Algernon Charles Littleton (1877) has been selected for the command of the *Rambler*, composite gun-vessel, about to be commissioned at Sheerness for service on the Cape and West African Station. Commander Littleton served in the *Sanspareil* during the China war of 1857-58, was present with the Naval Brigade at the capture of Canton and of Nanfow, August, 1858, wounded (China medal, Canton Clasp).

The latest mail advices received home were:—Yokohama (*viâ* San Francisco) 9th, July, Shanghai 14th, Foochow 14th, Manila 17th, Hongkong 19th, Batavia 22nd, Saigon 23rd, Singapore 26th. The French mail, with the advices dated as above, from China and the Straits Settlements, was delivered, *viâ* Naples, on the 27th ult., its due date. The advices from Japan, *viâ* San Francisco, were received on the 13th ult. The next inward P. and O. mail was despatched from Brindisi, on the 1st inst., and will reach London to-morrow, its due date. The Messageries Maritimes steamer *Djemnah*, with the following French mail, left Suez on the 30th ult., three days early.

The *Bacchante*, Captain Lord Charles Scott, is ordered to be out of Portsmouth Dockyard by the 8th instant, when she will leave for Vigo, with the Royal midshipmen on board, and await the arrival of the Flying Squadron, which she will join. The *Inconstant*, flagship of Rear-Admiral Lord Clanwilliam; the *Cleopatra*, Captain Durrant; the *Bacchante*, and the *Tourmaline*, Captain R. P. Dennistoun (if she returns in time from the West Indies), will be the vessels forming the Flying Squadron. The cruise will be exceptionally protracted, as they will sail first to the Pacific, thence proceeding to Rio de Janeiro, Monte Video, and the Falkland Islands. After touching at the Sandwich Islands they proceed to Japan to await further sailing orders, the arrival there taking place in all probability in September of next year.

CRICKET.

FIRST TWELVE V. NEXT TWENTY-FIVE.

The opening match, postponed from last week, was commenced in rather warm weather on Friday afternoon by the captain of "the crowd" sending in two of his merry men to resist the bowling of Travers and the Secretary. They begun badly, as Stainforth was quickly bowled, and the Doctor, who showed a disposition to adopt heroic measures, fell to a c. and b. Leigh hit hard, but he must not forget that a batsman limits his power of scoring greatly when he confines himself to one hit, such as an on drive. Wilson showed good form until he was well caught from a nice drive, and on Newington's arrival the field were also kept moving. This batsman played the highest innings for his side, displaying fine, free cricket and hard hitting, and although in his innings there were several chances, he showed he is an acquisition to the talent of the Club. Chater's innings livened matters up a little, and his friends in the Pavilion applauded vigorously each time he stopped a rattler from Charley. The total efforts of the 25 realized 112 runs, and bar certain misses, we won't say by whom, the fielding of the 12 was bad for the first match. Our pocket Hercules longstopped the fast bowling of Charley and Travers admirably, and had on a pair of quite too lovely stockings, but with such beautiful clocks cricket boots are out of place and low-necked shoes "your only wear."

Friend and Bridges scored 16 on Friday night. The Young Engineer could not turn up on Saturday, stern duty calling himself and his torpedoes to the Straits Settlements, and we take this opportunity of wishing him prosperous gales and a safe and speedy return to his disconsolate admirers. Bridges and Forbes hit away merrily, the latter being particularly free until bowled off his foot, and the Medical Officer was doing splendidly until he incautiously placed his life in the hands of his brother practitioner at mid-off that finished him, the latter making a magnificent one-hand catch. Prothero was in great form, and, with Blandy, made another stand, and Clarke playing nicely for his 6 not out ran the score up to 179.

A two day match when not finished is of course drawn, but the honours remain with the 12 by 67 on the first innings. No particular bowling talent was unearthed amongst the colts, but on the whole they are a fairly level lot, and if the Club will not be as strong this year as last, there will at least be plenty of Cricket.

The Band of the 27th played an agreeable selection of music during the afternoon of Saturday, and quite a number of ladies visited the ground. Appended is the full score:—

THE TWENTY-FIVE.

FIRST INNINGS.

Captain Stainforth, 27th, b Hynes	0	Mr. S. S. Lowe, b Hynes	0
Dr. Blennerhassett, A.M.D., c and b Hynes	4	Mr. W. M. Deane, c Voss, b Chatley	0
Lieut. A. J. Lawford, 27th, c Travers, b Hynes	1	Mr. S. O. Bird, lbw, b Hynes	0
Mr. R. K. Leigh, c Bridges, b Hynes	11	Mr. G. T. Veitch, lbw, b Travers	1
Mr. C. Baff, b Travers	1	Lieut. J. F. Fell, R.A., b Chatley	2
Mr. S. Hughes, c Hynes, b Travers	1	Mr. J. T. Chater, c Taylor, b Chatley	8
Mr. H. J. H. Tripp, b Hynes	0	Mr. A. S. Gardiff, c Blandy, b Chatley	0
Mr. J. S. Ezekiel, b Hynes	2	Mr. J. Easton, run out	0
Mr. A. Wilson, R.N., c Clarke, b Travers	8	Captain J. M. Kerr, 27th, c Bridges, b Hynes	0
Mr. R. Fraser-Smith, b Hynes	2	Mr. A. B. Tomkins, not out	6
Mr. E. McKeon, c Bridges, b Hynes	7	Mr. C. S. Goodwin, b Chatley	0
Mr. J. Hay, b Hynes	0	b 1, l b 2, w 4	7
Mr. G. A. Caldwell, b Hynes	3		
Lieut. F. A. Newington, R.M.L.I., c Travers, b Hynes	48		113

BEST TWELVE.

Lieut. L. B. Friend, R.E., absent	7	Mr. A. K. Travers, lbw, b Caldwell	7
Dr. Bridges, A.M.D., c Blennerhassett, b Ezekiel	36	Lieut. R. C. Prothero, R.N., b Deane	49
Mr. H. H. Taylor, b Wilson	4	Mr. A. R. Blandy, b Veitch	15
Mr. W. Hynes, c Ezekiel, b Hay	1	Mr. R. F. N. Clarke, O.S.D., not out	6
Mr. E. Voss, lbw, b Wilson	0	Lieut. J. Purdon, 27th, c Leigh, b Deane	5
Lieut. J. F. Charley, 27th, b Wilson	5	b 2, w 3, n b 3	8
Mr. H. de C. Forbes, b Wilson	55		179

THE TWENTY-FIVE.

SECOND INNINGS.

Mr. R. K. Leigh, b Travers	8
Dr. Blennerhassett, c Clarke, b Travers	0
Mr. J. S. Ezekiel, c and b Chatley	0
Mr. Hay, b Chatley	0
Mr. A. Wilson, c Bridges, b Hynes	23
Mr. C. Baff, b Chatley	1
Lieut. F. A. Newington, b Chatley	0
Mr. R. Blades, b Chatley	2
b 2, w 6	8
	33

SUPREME COURT.

9th October.

CRIMINAL SESSIONS.

BEFORE THE FULL COURT.

THE PIRACY BY CHINESE CUSTOMS OFFICERS.

The points of law reserved in this case now came on for argument.

The Attorney-General (Hon. E. L. O'Malley), instructed by the Acting Crown Solicitor (Mr. A. B. Johnson), appeared for the Crown; and Mr. Hayllar, Q.C., instructed by Messrs. Brereton and Wotton, appeared for the prisoners.

Certain questions had been put to the jury and a special verdict returned thereon as follows:—"(1) Were the prisoners or either of them present, and did they take part in the seizing of the *Sun Yee Lee* on August 16th—Yes, both were. (2) Had the prisoners or either of them any authority from any officer of the Emperor of China, having authority to give such authority, to seize the vessel when she was within the waters of Hongkong?—Neither of them had such authority. (3) Has it been proved to you that any officer had authority to authorise or did without authority affect to authorise the prisoners or either of them to seize the vessel on the Colonial side of the Narrow Channel, that is within the three mile limit?—No. (4) Was the site of seizure within the Pak Sha Wan Bay?—Yes. (5) Had the prisoners authority or did they reasonably believe that they had authority to seize Chinese vessels within Pak Sha Wan Bay? They had no authority and no reasonable belief that they had such authority? (6) Was the vessel actually and in fact lying within Pak Sha Wan Bay at the time she was seized?—Yes." On this verdict the defence asked for judgment in favour of the prisoners.

The Attorney-General objected at the outset that there must be a conviction entered before the court could proceed to consider the questions now sought to be raised.

Mr. Hayllar argued that that was not necessary; if the jury had found a verdict of guilty, the judgment would have been entered, but a special verdict had been returned and the question upon that was whether judgment should be entered for the prisoners or for the prosecution. The first point that arose, he said, was the question whether Pak Sha Wan Bay was within the jurisdiction of the Admiralty, as they had it in evidence that the vessel seized was lying within the headlands of that bay. The learned counsel referred to an act of 15 Richard II. and cited a number of authorities as to the extent of the Admiralty jurisdiction, and on these authorities he contended that the bay in question was within the body of a county and not within the Admiralty jurisdiction, and that the offence, if there had been any offence, was an offence against the municipal law of the Colony. We had complete jurisdiction to try the offence if there was one, but the information must not be laid as for piracy within the Admiralty jurisdiction, and the Crown must now stand or fall on the ground they had themselves taken up. It was necessary also to see what the jury had actually found. They had it that the prisoners without authority or reasonable belief that they had authority seized a vessel lying within Pak Sha Wan Bay. But was that piracy? Many elements were wanting to make up the case of piracy of which the jury had said nothing. There was no presumption of law that the seizing of a thing, even without authority or reasonable belief of authority, was made feloniously. It was different when they came to a case like forgery, where the person who uttered a forged bill was presumed to be guilty of forgery. To constitute robbery there must be an intent permanently to deprive the person whose property had been seized of the property, but the verdict stopped at the word "seize." There was no authority for saying that the seizure of a thing, however unlawfully, amounted to anything more than trespass, in fact the authorities were all the other way. Piracy differed in no way from robbery except that it was committed on the high seas, and where the verdict seemed to him to be entirely defective was that it did not go to the extent of showing the jury understood that all this amounted to the *animus furandi*. Then there was this dilemma, which he pointed out at the trial, if this offence was piracy it was piracy *jure gentium*, it was an offence against the law of all nations, and if piracy at all it was piracy within Chinese waters as well as within ours. The more he looked at it the more impossible did it seem to get out of that dilemma. It could not be contended, the learned counsel argued, that the acts of the prisoners would have constituted the offence of piracy if they had been committed within Chinese waters, and the mere fact of the change of *situs* did not make it piracy. It was perfectly clear that within Pak Sha Wan Bay, within the *fauces terræ*, the jurisdiction of the Emperor of China ended, but then arose the question, were the prisoners *hostes communes*? The evidence entirely negatived any such presumption, and this was a question of robbery, not a question of the arbitrary exercise of authority. The question was not put to the jury, were the prisoners guilty or not guilty? That would have included the question of the *animus furandi*, but the verdict did not reach that, and, stopping as it did at that important point, the court now had to consider the character of the act itself. Assuming that the whole thing was entirely illegal, there was nothing to show that the prisoners were acting with that *animus furandi* which was necessary to constitute the offence. The intention was to take the boat to the customs station to make it pay duty, and there was nothing to show that if the owners were now to go for their property they would not get it back.

The Chief Justice asked Mr. Hayllar if they were now prepared to hand the ship over on the owners paying a certain sum.

Mr. Hayllar—Yes, or to give them an equivalent.

The Chief Justice asked the learned counsel if he was prepared to let the matter stand over for that, because, he said, the question might arise again—it was within the Attorney-General's discretion—as to its being an offence within the county, and then if the finding were the same a great part of the argument would be gone. And was it honest, was it fair, was it honourable, to hold the whole of that ship provided the parties were ready to pay?

Mr. Hayllar said that with regard to the honourableness or fairness of it, that was entirely a question of international usage.

The Chief Justice—You put it as the act of the Emperor of China?

Mr. Hayllar—I certainly do put it as the act of the Emperor of China.

The Chief Justice—If you are prepared to do that I should say this ought to end.

Mr. Hayllar—I am prepared certainly to advise it.

The Chief Justice—And if you advise it I should say your clients would accept it.

Mr. Hayllar—I should think so, but I cannot answer for it.

The Chief Justice—What would you say, Mr. Attorney, to that?

The Attorney-General—I cannot say that would meet the case. This is a public prosecution.

The Chief Justice—Well, there is an end. I have thrown out a very unwise suggestion.

Mr. Hayllar then concluded his argument by saying that the intention of the prisoners was evidently limited to giving up the boat to their superiors.

The Chief Justice said that although the restitution of the boat was his suggestion, it was quite within Mr. Hayllar's province to make an offer of his own.

Mr. Hayllar—In dealing with a government I cannot undertake as I would with a private client. It is impossible for any parties dealing with governments to bind—

The Chief Justice—There is an end of it.

Mr. Hayllar—No, not in this way. Any suggestion from your Lordship would receive my most respectful attention and would lead me to give that advice which your Lordship thought was proper, but beyond that I cannot go.

The Chief Justice—I thought I was saving both the Governments what might still be a serious correspondence, to say nothing more of it, but I am mistaken.

Mr. Hayllar—The position seems to be this, there is very little doubt it would be done, but I cannot give the pledge, and therefore it may be taken that probably it would be done.

The Chief Justice—If we get a decision first, then it is too late.

Mr. Hayllar—I think probably it would be given up any way. However, that is the end of my argument.

The Attorney-General—With regard to what has been said about an offer—

The Chief Justice—I have dropped that.

The Attorney-General—I know. At the same time, it is competent for me to say something in reference to it, and I do say this in my own justification and on behalf of that power I represent. I am here on behalf of the public and this is a public prosecution, and no transactions between those who are charged and those whose property is taken are sufficient to affect the question as regards the public.

The Chief Justice—Certainly not, not without your entire concurrence; and what I threw out was not because I could do anything, but I threw it out for your consideration. If you had thought it consistent with the ends of justice you would say so, and if not, you would equally say so, but whatever may be the result of this as a hostile proceeding I don't see how it can end without a great deal of correspondence, if it takes a hostile view. That is for your consideration, not mine.

The Attorney-General—I feel bound to argue the matter out. The questions raised are undoubtedly questions of the first importance, and I don't see myself how any concessions on the part of the Chinese Authorities towards the owners of this junk would entitle me to oust the interests of the public in this matter from their proper representation.—The learned Attorney then argued at some length that before the court could decide the questions of law raised they must enter a conviction on the verdict which had been given and then the question would be whether the conviction was to stand or to be quashed.

The Chief Justice—There is no conviction.

The Attorney-General—No, that is what I pointed out.

The Chief Justice—Then the men will get off.

The Attorney-General—It may be a mistrial, which would be a misfortune. It would be a misfortune, because it would not be altogether creditable.

Mr. Justice Snowdon said it would be very inconvenient to have a new trial.

The Chief Justice, in reply to the Attorney-General's contention that the Court should enter a conviction, said he might be disposed in the exercise of his discretion to say the finding on the first five questions was a verdict against the prisoners, and the finding on the sixth a verdict of not guilty.

The Attorney-General urged that his Lordship ought to say it was a verdict of guilty on all, in order that a difficult question, which was open to argument, might be brought before the highest tribunal in the colony. He then proceeded to reply in detail to the points raised by Mr. Hayllar, and said that with reference to his remarks as to the verdict stopping short, the questions submitted to the jury were consented to by his learned friend as being sufficient to establish a defence in fact and law if the jury found for him upon them. If it were competent for him now to go into all the questions he had raised it was competent for him also to go into other questions. It was not shown by the verdict that the prisoners were not under seven years of age, that they were not women acting under the coercion of their husbands, and a thousand other things that might form a defence had not been negatived by the jury. If it was competent for his learned friend to go into all these questions it would be impossible to find a special verdict in any case, because it was impossible to go over the whole ground of possibilities. As to the question of jurisdiction, he contended on the authorities he cited that the bay in question was within the jurisdiction of the Admiralty, even though this island were to be treated as within the body of a county, the bay not being *intra fauces terræ*, that description applying only to places where the sea flowed out of its character of sea into the character of an inlet, harbour, haven, or arm of the sea. But that was not all. Wherever the jurisdiction of the Admiralty might be along the English coasts, it had clearly jurisdiction in every place where it was not ousted; it would have jurisdiction in a similar bay to this on Lamma Island, and the question was whether anything that had taken place since the foundation of this Colony had ousted that jurisdiction from these waters. He contended the jurisdiction had not been so ousted. The restrictions with reference to the withdrawal of jurisdiction were extremely strict, and the statutes by which the Supreme Court of Hongkong was constituted did not in any way do away with the jurisdiction of the Admiralty. In many places also the Admiralty and Common Law had a concurrent jurisdiction.

Mr. Hayllar replied, and at the conclusion of his speech said that if their Lordships reserved judgment he would adopt the suggestion of the Chief Justice as to the junk being restored.

The Chief Justice said he had withdrawn it as his suggestion.

Mr. Hayllar—If your Lordship would let it be that you think this a proper case for the restoration of the goods.

The Chief Justice said he thought that was unquestionable, and Mr. Justice Snowden agreed with him, but when the court made a suggestion, unless both parties agreed to it, it was nothing.

Judgment was reserved.

IN BANKRUPTCY.

BEFORE THE CHIEF JUSTICE.

Mr. J. M. Hanlon, who had been granted protection but had not been adjudged, now came up and was duly adjudged a bankrupt.

POLICE COURT.

9th October.

BEFORE THE HON. NG CHOY AND THE HON. M. S. TONNOCHY.

LARCENY FROM THE PERSON.

Leong Amui, a hawker, was charged, on remand, with larceny of eighty cents from the person of one Lo Aon, master of the *Ngan Wo* junk, at 11 o'clock a.m., on the 7th inst. in Taipingshan. The prisoner was convicted of a similar offence on the 7th April, 1879, and their Worships now sentenced him to one year's imprisonment with hard labour.

BEFORE THE HON. NG CHOY.

An Awah, a hawker, was charged with being at large in the public street without a light or pass at four o'clock a.m., on the 9th instant.—Fined ten cents.

A ROGUE AND VAGABOND.

John Murray, a seaman, unemployed, was charged with being a rogue and vagabond. He was found lying down in the street asleep on two successive nights.—Sentenced to fourteen days' imprisonment with hard labour.

ASSAULT.

Mok Achung, a servant, was charged with assaulting one Moosa, a cook.—On the afternoon of the 8th instant the prisoner threw a dish at the complainant's head, inflicting a deep gash near the right temple, and necessitating his being sent to Hospital, where he is now lying.—Remanded until Tuesday.

LARCENY OF A JACKET.

Kong Asan, a tailor, was charged with larceny of a jacket value $3.20, the property of one Ching Asin, a tailor, residing in Tank-lane.—Remanded until Tuesday, bail allowed in two sureties of $50 each.

GAMBLING.

Three prisoners were fined $100 each, in default four months' imprisonment with hard labour for keeping a place for public gambling, to wit, Tsz Fa, at No. 24, Kum In Hong, and nine others were fined $75 each, in default three months' imprisonment with hard labour, for aiding and abetting.

LARCENY OF IRON.

Wong Ashing, a carpenter, was sentenced to one month's imprisonment with hard labour for stealing some iron bolts from the Aberdeen Dock on the 9th instant.

PETTY THEFT.

Chun Asing, a cook, was charged with stealing some reels of cotton, value thirty cents, from an Indian's shop in Peel-street, at six o'clock that morning.—Sentenced to fourteen days' imprisonment with hard labour.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

NUISANCE IN OLD BAILEY-STREET.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Allow me a space in your paper for the purpose of bringing a public nuisance in Old Bailey-street to the notice of the police. People passing that street are often interfered with by half a dozen boys, who, for the last four or five weeks, have been amusing themselves by hitting the passers-by with balls, not sparing even ladies.

If this innocent amusement cannot be stopped, a notice "No thoroughfare" had better be posted at each end of that street, as otherwise these little ones and their parents should not be surprised if they receive a well merited prize for their good aim.

PRUDENCE.

Hongkong, 10th October, 1880.

THE FRENCH MAIL.

The M. M. steamer *Yangtse*, Captain Champenois, from Marseilles with dates to the 5th ultimo, viâ Naples, Port Said, Suez, Aden, Point de Galle, Singapore, and Saigon, with the London Mail of the 3rd September, arrived here on Saturday morning. The following telegrams are taken from Indian papers:—

LONDON, 31st August.

The match between the Australian Eleven and the representative All-England team has been definitely fixed to commence on Kennington Oval (Surrey Club Ground) on Monday next, the 6th prox. The English eleven will be selected from the following gentlemen and players:—Lord Harris, Hon. A. Lyttelton, Dr. E. M. Grace, Mr. W. G. Grace, Mr. G. F. Grace, Mr. A. P. Lucas, Mr. F. Penn, Mr. A. G. Steele, Mr. I. D. Walker, Barnes, Morley, and Shaw.

A minute has been issued to-day by the Treasury, prescribing the rules under which the Government will be prepared to grant a renewal of the existing charters of the various colonial banks. Such renewals will only be conceded on the basis of the conditions set forth in a charter modelled by the Government.

In the House of Commons this evening a debate took place on the subject of the South African colonies, and the recent negotiations for the confederation of the same. In the course of the debate it was announced, on behalf of the Government, that it was not intended for the present further to press the proposed confederation, in view of the opposition which was manifested to the proposal in the Cape Parliament.

PARIS, 31st August.

The reports received from the wine-growing districts are generally favourable, and the prospects of the vintage are decidedly promising.

CALCUTTA, 9th September.

At the meeting of the Viceregal Legislative Council on the 3rd instant, Mr. Gibbs obtained leave to introduce a bill to increase the port dues leviable at Madras. The objection of the measure is to authorize the raising of funds to provide for the four per cent. interest payable on the total estimated cost of the Madras Harbour, which is £5,280,000 sterling. It is proposed to raise the required amount by increasing the present port dues from three to eight annas a ton in the case of all vessels entering the port, and from one and half to four annas a ton in the case of coasting vessels not being steamers. The balance is to be realized by a tax on goods landed and shipped. The enhancement of port dues alone is estimated to produce a lakh and sixty thousand rupees annually.

SIMLA, 9th September.

The cholera has attacked the 5th Regiment in Peshawar in the cantonments. Five cases occurred last night and there was a heavy rain this morning and the regiment was unable to move into the camp.

KURRACHEE, 9th September.

The troopship *Euphrates* arrived off the port last Saturday and was anchored outside, as the commander refused to enter the port on the plea of heavy draught, twenty-four feet three inches, though the Master-Attendant assured him she could be safely berthed. The disembarkation was effected on Sunday outside, and the vessel cleared by 5 p.m. The Sindh *Civil and Military Gazette* denounces what it terms the fatuity of the order that the *Euphrates* should be moored outside the harbour for the purpose of discharging her troops at a cost of so much expense, exposure, and inconvenience. The 9th were landed under the superintendence of Captain Elliot, Deputy Assistant Quartermaster-General and the Master-Attendant, Captain Parker. I hear that the steam launch, in which Captain Parker proceeded to the troopship, shipped a heavy sea which nearly capsized the boat. Captain Parker was compelled to put back and go in the cutter *Nerbidda*. The 88th are a fine body of men. There was not a single death since they left Malta, though the heat experienced in the Red Sea was intense.

CALCUTTA, 13th September.

The report dated Saturday 10 a.m., there has been a farther fall of the barometer everywhere. Lucknow reports one inch 33 cents of rain, Indore and Rutlam one inch, Jabbulpore, Kaudwa, Amraoti, Akola slight rain, Nagpore 25 cents, Deesa, Surat, and Satara 75 cents, Goa 33 cents. There has been a gale at Trincomalee, and the condition of things in the Bay of Bengal is suggestive of the circumstances which formerly have preceded bad weather.

LONDON, 14th September.

An unsuccessful attempt has been made to wreck by the use of dynamite an express train on the North Western Railway near Bushey station, a few miles from London.

Later intelligence from Basutoland reports that the natives are more peaceful.

The new Turkish Ministry is considered to be favourable to a speedy settlement to the question of the Montenegrin frontier. A squadron of the French Navy has arrived at Ragusa.

CONSTANTINOP

THE AUSTRALIAN MAIL.

The E. and A. M. steamer *Brisbane*, Captain Miller, with the Torres Straits Australian mail, arrived here yesterday morning. The subjoined items are taken from Australian files:—

QUEENSLAND.

BRISBANE, September 16th.

The railway to Roma was opened to-day by the Acting-Governor. There were great rejoicings, at immense concourse of people being present.

It is reported that the editor of the *Northern Miner* has been horsewhipped by a woman.

September 20th.

The steamer *Ripple* arrived in charge of the first mate, Davis, who reports that Captain Ferguson and three Kanakas, including a woman, were killed by the natives of Bougainville Island, in the Solomon Group, who attempted to seize the vessel while trading there. They were repulsed after a hard struggle, and 50 islanders were killed, while nine of the ship's company were wounded.

COOKTOWN, September 22nd.

A barbarous outrage and murder has just been perpetrated by the blacks at Mossman's Gully, on the Palmer, about four miles from where the Conglomerate prospecting party were working. From intelligence to hand it appears that the blacks came down in large numbers, and rushed a camp, taking out the occupants and killing them instantly. They then cleared for the mountains with their human prey, and are now being pursued by the troopers under Sub-Inspector Marcett.

NORTHERN TERRITORY.

PORT DARWIN, September 26th.

The prisoner Ferguson pleaded guilty to stealing Trooper Fopp's gold. To the various charges of obtaining money from the Government for burying suppositious dead Chinamen, he pleaded guilty. On all the counts collectively the prisoner was sentenced to seven years's imprisonment with hard labour.

NEW SOUTH WALES.

SYDNEY, September 13th.

His Excellency the late Governor, Sir Hercules Robinson, arrived in Sydney from New Zealand yesterday afternoon, by the steamship *Rotomahana*, which sailed into the harbour at about 1.30, decorated with bright bunting. He was accompanied by Lady Robinson and Miss Robinson, and Captain and Mrs. St. John. The vessel was met when passing Government House by two boats, in one of which were Lieutenant Loftus, aide-de-camp, and Mr. Bloxsome, private secretary to Lord Augustus Loftus; and in the other Captain Hixson, President of the Marine Board, with Mr. C. Walker, principal under-secretary. The viceregal party were rowed ashore to the jetty, where they were received by Professor Smith, Mr. John Elder, and Mr. R. B. Smith, M.P., who gave the visitors a hearty welcome.

September 15th.

A farewell banquet to Sir Hercules Robinson was held in the Town Hall last night, and was one of the most cordial and demonstrative gatherings ever held in this city.

VICTORIA.

MELBOURNE, September 12th.

Intelligence was received yesterday from Queenscliff stating that the barque *Medea* had gone ashore between the Swanspit and Queenscliff Pier during night. Messrs. Huddart, Parker and Co., the owners, at once made preparations for the departure of the steamer *Deespatch*, with a number of men and powerful pumping appliances, to proceed to the scene of the disaster to render all available assistance and, if possible, to save her.

September 13th.

There is great excitement respecting the floods in the Yarra and elsewhere. All the low-lying lands adjacent to the river at Richmond, Collingwood and Emerald Hill, on the Yarra banks are still under water, presenting the appearance of a vast lake. Numbers of houses were isolated, and the people had to be taken off in boats. The water is up to the verandahs of the boathouses near Prince's Bridge. The level of the water is higher by six inches than it was in the flood of 1878. A good deal of damage has been sustained by the factories and workshops, and warehouses between Princes Bridge and Emerald Hill. Business is suspended, and large numbers are obliged to suspend employment. A man named Smith, in the employment of Ellworthy and Dobbin, was drowned while passing with a cart through the water. He was thrown out and was unable to recover his feet. The rain penetrated through the roof of the annexes of the Exhibition and did some little damage, but nothing serious. Accounts of damage, more or less, are being received from all parts of the country. So heavy is the flood in the Gippsland district that the trains to Sale have been stopped.

SOUTH AUSTRALIA.

ADELAIDE, September 7th.

Mr. Granville Sharp, of Hongkong, delivered a lecture on the Chinese last night at Garner's Theatre. He spoke entirely in favour of the Chinese, with whom he resided for 25 years. He combatted the statements that they are an immoral race and greater gamblers than other nations as merely artisan charges. He said their close application, protracted hours of labour, and extreme economy rendered competition by European impossible. There was a large attendance, and the lecturer was fairly received.

The Orient steamer *Sorata*, 4,014 tons, from London, having called at Adelaide, and landed mails, passengers, and cargo for that port, resumed her voyage on the evening of September 3rd, and went ashore a mile from Cape Jervis Lighthouse, South Australian coast, at half-past eight o'clock the same night. The passengers and crew were all saved. The Duke of Manchester, Sir Herbert Sandford, and other passengers have been interviewed in reference to the *Sorata* disaster. They all pretty well agree that, although the weather was clear, there was a haze on the land. They do not blame the captain, to whom a testimonial has been presented. Other passengers speak of the great confusion taking place on board, producing a regular panic, that very few were cool and collected.

September 16th.

News has been received from the *Sorata*, stating that there is not the slighest hope of getting the vessel off. The wind is blowing fresh from the north, and the ship is again beginning to bump heavily. The stewards and men are to be sent to Adelaide. The men are all tired of the attempt to float the vessel, and wish they were out of it.

ADELAIDE, September 12th.

The brig *Alexander*, bound from Melbourne to Port Pirie, with a general cargo and railway sleepers, went ashore about 10 miles south of Mount Young before daylight on Friday morning. The captain arrived at Port Pirie with the ship's boats and part of the crew after a rough time. The mate and three men were left on the vessel, which is expected to become a total wreck. The steamer *Star of Hope* left for the wreck at six o'clock yesterday morning.

NEW ZEALAND.

WELLINGTON, September 13th.

On Saturday last a train proceeding along the line between Wellington and Greytown, was caught in a gale of wind which capsized part of it over a precipice. Three people were killed and a number injured.

HOME TELEGRAMS.

LONDON, September 8th.

The Times, referring to the abandonment by the Prince of Wales of his proposed trip to Australia, says that the Melbourne Exhibition is likely to be interesting and instructive, but it would be more successful if the Victorian Government would abandon its prejudices, and allow exhibits to be sold duty free.

Austria, Germany, and Roumania have concluded a treaty to guarantee the integrity of Roumania, with a view to the erection of a Kingdom to shut out Russia from Bulgaria.

PARIS, September 8th.

The papers of this morning contain the announcement that Tahiti, the most important of the Society Islands in the Pacific, which has enjoyed a French protectorate since 1846, has now been formally annexed by France.

LONDON, September 9th.

The London newspapers, referring to the annexation of Tahiti by France, comment upon the present indifference of Great Britain to an act which formerly would have created much sensation.

A disastrous fire has occurred at Sofia, one of the principal cities in Bulgaria, which has nearly destroyed the town. Several mosques and churches were burnt. The fire is attributed to incendiarism arising out of the political and religious troubles existing in the country.

The state of affairs in the Balkan Peninsula is causing grave alarm. Secret movements are on foot for the union of the provinces of Bulgaria north and south of the Balkans. It is reported that Bulgaria, acting at the instigation of Russia, will declare her independence in October.

The aspect of affairs in Europe is regarded as ominous to the prospects of peace. In Russia great military preparations are going on, and there are unmistakable signs that she is preparing for a winter campaign.

Russia regards with disfavour the erection of Bulgaria into a great State by the annexation of territory as being prejudicial to Russian interests and also deprecates the re-opening of the Eastern question.

The Manhattan Markets in America have been totally destroyed by fire.

A great strike of nailers has occurred in the iron districts, depriving 26,000 persons of employment.

Trickett and Laycock are both at Newcastle, and yesterday they rowed together over the usual racing course on the Tyne. The performances of both men were closely watched by a large number of spectators, and their style and pace are generally considered to be faulty and to show the want of training.

A letter from Mr. Gladstone is published in the newspapers to-day, in which the Premier gives expression to his heartfelt thanks for the sympathy which had been universally shown towards him during his recent illness.

LONDON, September 11th.

The number of persons entombed by the colliery explosion at Seaham proves greater than was previously believed. In addition to those who have been saved, 162 persons were in the mine at the time of the accident, and the gravest fears are entertained that all have perished by the fire-damp. Great efforts are being made to recover them, but hitherto without success.

LONDON, September 12th.

One of the most disastrous railway accidents that has occurred for some time took place to-day at Vauxhall, on the South-western line. Two trains came into collision, resulting in almost complete destruction and numerous calmities to the passengers. Thirty-four were either killed on the spot or seriously injured.

COMMERCIAL INTELLIGENCE.

SATURDAY, 9th October.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand.....3/9½
Bank Bills, at 30 days' sight...3/9⅝
Bank Bills, at 4 months' sight 3/9⅞
Credits, at 4 months' sight ...3/9⅞ to 3/9⅝
Documentary Bills, at 4 months' sight .....3/9⅞ to 3/10
ON BOMBAY.—Bank, on demand ...225
ON CALCUTTA.—Bank, on demand 225
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight.....73½

SHARES.

Hongkong and Shanghai Bank Shares—62 per cent. premium.

Union Insurance Society of Canton—$1,500 per share.

China Traders' Insurance Company's Shares—$1,400 per share.

North China Insurance—Tls. 1,075 per share.

Yangtsze Insurance Association—Tls. 733 per share.

Chinese Insurance Company—$297½ per share.

On Tai Insurance Company, Limited—Tls. 138 per share.

Hongkong Fire Insurance Company's Shares—$895 per share.

China Fire Insurance Company's Shares—$250 per share.

Hongkong and Whampoa Dock Company's Shares—5 per cent. premium.

Cosmopolitan Dock Company—Par (nominal).

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$22 per share premium.

Shanghai Steam Navigation Company—Tls. 3 per share (nominal).

China Coast Steam Navigation Company.—Tls. 110 per share.

Hongkong Gas Company's Shares—$80 per share.

Hongkong Hotel Company's Shares—$68 per share.

China Sugar Refining Company, Limited—$178 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Chinese Imperial Loan of 1874—(Nominal).

Chinese Imperial Loan of 1877—(Nominal).

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
October 9th.

Barometer—9 A.M.	30.165
Barometer—1 P.M.	30.150
Barometer—4 P.M.	—
Thermometer—9 A.M.	82
Thermometer—1 P.M.	84
Thermometer—4 P.M.	—
Thermometer—9 A.M. (Wet bulb)	75
Thermometer—1 P.M. (Wet bulb)	75
Thermometer—4 P.M. (Wet bulb)	—
Thermometer—Maximum	84
Thermometer—Minimum (over night)	78

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.
October 9th.

BAROMETER, THERMOMETER, &c.	HONG-KONG. Previous day at 4 P.M.	HONG-KONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANG-HAI. Previous day at 4 P.M.	SHANG-HAI. On date at 10 A.M.	NAGA-SAKI. Previous day at 4 P.M.	NAGA-SAKI. On date at 10 A.M.
Barometer	30.16	30.19	30.05	30.07	30.18	30.10	—	—
Thermometer attached	83.0	82.5	88.0	82.0	74.0	69.0	—	—
Direction of Wind	NNE	NNE	NE	NNE	E	NE	—	—
Force	1	3	3	1	3	3	—	—
Dry Thermometer	81.0	81.0	83.0	87.0	74.0	69.0	—	—
Wet Thermometer	75.0	72.5	80.0	78.0	69.0	66.5	—	—
Weather	b.c.	b.c.	b.	o.c.	b.c.	b.c.	—	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.
STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Dull, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are represented from 1 to 24, and the quantity of water fallen indicated to inches, tens and hundreds.

FIRE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undersigned, having been appointed AGENTS to the above Company at this Port and Canton, are prepared to GRANT POLICIES against FIRE to the extent of $20,000 on Buildings or on Goods stored therein.
Discount 20 %.
VOGEL & Co.
Hongkong, 10th September, 1880. [1457

LE CERCLE-TRANSPORTS.
SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.
CAPITAL SUBSCRIBED..... 15,000,000 Francs.
CAPITAL PAID-UP ..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
ARNHOLD, KARBERG & Co.
Hongkong, 28th September, 1880. [1552

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
SIEMSSEN & Co.,
Agents.
Hongkong, 14th August, 1878. [22

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned places.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [606

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Bellerophon (str.)	T. W. Freeman		Butterfield & Swire	On or about 16th inst.
LONDON, via SUEZ CANAL	Glenartney (str.)	H. W. Auld		Jardine, Matheson & Co.	On or about 18th inst.
LONDON, via SUEZ CANAL	Glencagles (str.)	A. Taylor		Jardine, Matheson & Co.	On or about 27th inst.
LONDON, via SUEZ CANAL	Hakon Adelsten (s.)	Bergh		Russell & Co.	Quick despatch.
LONDON, via SUEZ CANAL	Olaf (str.)	Greig		Russell & Co.	Quick despatch.
LONDON, via SUEZ CANAL	Glamis Castle (str.)			Adamson, Bell & Co.	Quick despatch.
LONDON	Sumatra	H. A. Tribe	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND HAMBURG	Johann Hinrich	Oestmann	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAVRE AND HAMBURG	Agnes Muir	Lowe	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Rosie Welt	Welt	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Cora	Cooms	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Hannah W. Dudley	Dudley	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Alice Buck	Herriman	Hongkong	Vogel & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Oceanic (str.)		Hongkong	O. & O. S. Co.	To-day, at 3 P.M.
SAN FRANCISCO	Great Admiral	Thompson	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Annie H. Smith	Bartlett	Hongkong	Vogel & Co.	Quick despatch.
BOMBAY, via STRAITS	Avoca (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at 4 P.M.
SAIGON, SINGAPORE, &c.	Iracuaddy (str.)	Mace		Messageries Maritimes	On 13th inst., at Noon.
PORT DARWIN, &c.	Brisbane (str.)			Gibb, Livingston & Co.	On 13th inst., at 5 P.M.
PORT DARWIN, &c.	Java (str.)	J. de Ridder	Hongkong	Geo. R. Stevens & Co.	On or about 28th inst.
SINGAPORE, PENANG, &c.	Japan (str.)	T. S. Gardner	Hongkong	David Sassoon, Sons & Co.	On 16th inst., at 3 P.M.
SINGAPORE, PENANG, &c.	Moray (str.)	M. J. Butcher	Hongkong	Jardine, Matheson & Co.	On 16th inst., at 3 P.M.
SINGAPORE, BOMBAY, &c.	Indus (str.)	Shallard		P. & O. S. N. Co.	On 20th inst., at 4 P.M.
BANGKOK	Consolation (str.)	R. Young	Hongkong	Yuen Fat Hong	On 15th ins., at 4.30 P.M.
MANILA, via AMOY	Emily (str.)	Blanco	Hongkong	Remedios & Co.	To-day, at 4 P.M.
MANILA	Diamante (str.)	Cullen		Russell & Co.	On 13th inst., at 4 P.M.
YOKOHAMA	Tanais (str.)	Reynier		Messageries Maritimes	Quick despatch.
YOKOHAMA, via KOBE	Niigata-Maru (str.)	Walker		Mitsu Bishi Mail S. Co.	On 16th inst., Daylight.
SHANGHAI	Yangtsé (str.)	Champeois	Hongkong	Messageries Maritimes	To-day, at Noon.
SHANGHAI	Zambesi (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI, via AMOY	Orestes (str.)	J. K. Webster		Butterfield & Swire	On or about 16th inst.
AMOY AND TAMSUI	Fokien (str.)	Abbott	Hongkong	Douglas Lapraik & Co.	To-day, at Noon.
SWATOW, AMOY, & F'CHOW	Douglas (str.)	S. Ashton	Hongkong	Douglas Lapraik & Co.	To-morrow, at Daylight.

INSURANCES.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [17

GERMAN LLOYD MARINE INSURANCE COMPANY, LIMITED, OF BERLIN.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
SIEMSSEN & Co.,
Agents.
Hongkong, 6th February, 1879. [275

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
ESTABLISHED 1824.
CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ... £100,000 Sterling.
RESERVE FUND UPWARDS OF ..... £120,000 Sterling.
ANNUAL INCOME ..... £250,000 Sterling.
The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [18

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [15

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [13

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.
INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.
MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [918

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co.
Agents.
Hongkong, 27th June, 1872. [16

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
LINSTEAD & Co.,
Agents Sun Fire Office.
Hongkong, 1st June, 1878. [23

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
ESTABLISHED 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).
GILMAN & Co.,
Agents.
Hongkong, 7th July, 1874. [29

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 28th July, 1872. [19

YANGTSZE INSURANCE ASSOCIATION.
CAPITAL (Fully Paid-up)..... Tls. 420,000
PERMANENT RESERVE ..... Tls. 230,000
SPECIAL RESERVE FUND... Tls. 263,268
TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880 ..... Tls. 913,268
DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKYOSS, Esq. | F. D. HITCH, Esq.
HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.
LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.
RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.
POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.
RUSSELL & Co.,
Agents.
Hongkong, 11th May, 1880. [2

INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [14

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.
RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874. [1

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
Position of the Company at the close of the last financial year, the 30th April, 1880.
CAPITAL SUBSCRIBED ..... $1,000,000.00.
CAPITAL PAID-UP ..... $300,000.00.
RESERVE FUND ..... $425,000.00.
BALANCE UNDIVIDED ..... $70,278.43.
DIVIDEND paid to Shareholders, 20 % per Annum.
DIVIDEND paid to ALL CONTRIBUTORS OF BUSINESS 25 %, on the Amount of their Contributions.
The Company GRANTS POLICIES on MARINE RISKS to all parts of the world, payable at any of its Agencies.
Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.
E. GOLDSMITH,
Acting Secretary.
Hongkong, 13th August, 1880. [1327

THE ON TAI INSURANCE COMPANY (LIMITED).
CAPITAL TAELS 600,000; EQUAL TO $833,333.33.
RESERVE FUND ..... $34,132.21.
DIRECTORS.
LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
TSZ KAI TUNG, of the Yee Cheong Hong.
LO YEOK-MOON, of the Kwong Man Cheong Firm.
MANAGER—HO AMEI.
MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.
Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1878. [1416

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.
Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.
QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.
"DAILY PRESS" OFFICE,
HONGKONG.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
AGNES MUIR, British ship, Lowe.—Carlowitz & Co.
A. P. SMITH, American ship, Bartlett.—P. & O. Co.
ALICE BUCK, American ship, Herriman.—Vogel & Co.
ALVA, Portuguese ship, Ed. de Souza.—Brandaõ & Co.
BRUNETTE, British brig, Dow.—Russell & Co.
CANTON, Siamese ship, Knudsen.—Chinese.
CHARLES TOWNSEND HOOK, British steamer, W. H. Bradley.—Ed. Schellhass & Co.
CONSOLATION, British steamer, R. Young.—Yuen Fat Hong.
CORA, American ship, Coombs.—Russell & Co.
DOROTHEA, German bark, Moller.—Arnhold, Karberg & Co.
EMMA, German 3-m. schooner, Michelson.—Ed. Schellhass & Co.
FLORENCE NIGHTINGALE, British bark, A. McIntyre.—Arnhold, Karberg & Co.
FRANCE, French bark, Exmelin.—Landstein & Co.
GREAT ADMIRAL, American ship, Thompson.—Russell & Co.
JAMES BAILEY, American ship, J. W. Mann.—P. & O. Co.
JOHANN HENRICH, German bark, J. Oestmann.—Arnhold, Karberg & Co.
JOHN A. BRIGGS, American ship, R. S. Randall.—Arnhold, Karberg & Co.
LOTA, British bark, Duffield.—Borneo Co.
LOUISA, German 3-m. schooner, Schierlob.—Ed. Schellhass & Co.
METEOR, Siamese bark, Petterson.—Yuen Fat Hong.
MORAY, British steamer, Butcher.—Jardine, Matheson & Co.
STARLIGHT, Siamese brig, Gomard.—Chinese.
SUMATRA, Brit. bark, A. Tribe.—Carlowitz & Co.
TAFFARETE, French bark, Bouchet.—Landstein & Co.
TEITON, German bark, Kallson.—Meyer & Co.
WILLIAM TURNER, British bark, Vanderford.—Chinese.
YANGTSZE, British steamer, Schultze.—Siemssen & Co.
YOTTUNG, British steamer, D. Scott.—Kwok Acheong & Sons.

VESSELS ON THE BERTH.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"DOUGLAS."
Captain S. Ashton, will be despatched for the above Ports TO-MORROW, the 12th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 8th October, 1880. [1609

STEAM TO BOMBAY, VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship
"AVOCA"
will leave for the above places at FOUR P.M. TO-MORROW, the 12th instant, instead of on Monday, as previously advertised.
A. McIVER,
Superintendent.
Hongkong, 8th October, 1880. [1562

FOR MANILA.

THE Steamship
"DIAMANTE,"
Captain Cullen, will be despatched for the above Port on WEDNESDAY, the 13th instant, at FOUR P.M.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 9th October, 1880. [1615

FOR PORT DARWIN, COOKTOWN, BRISBANE, SYDNEY, AND MELBOURNE,
(Calling off the usual COAST PORTS, and taking through Cargo for NEW ZEALAND).

THE Eastern and Australian Mail Steam Company's Steamer
"BRISBANE"
will be despatched as above on WEDNESDAY, the 13th instant, at FIVE P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Hongkong, 8th October, 1880. [1613

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"ZAMBESI"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
Hongkong, 8th October, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"TANAIS,"
Commandant Reynier, will be despatched for YOKOHAMA
shortly after the arrival of the next French Mail from Europe.
G. DE CHAMPEAUX,
Agent.
Hongkong, 6th October, 1880.

FOR PORT DARWIN, COOKTOWN, SYDNEY, AND MELBOURNE,
Taking Cargo and Passengers at through rates for all AUSTRALIAN and NEW ZEALAND PORTS.

THE Steamship
"JAVA,"
J. de Ridder, Commander, will be despatched as above on or about THURSDAY, the 28th inst.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, 6th October, 1880. [1599

CASTLE LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLAMIS CASTLE,"
Greig, Commander, will leave for the above Port about the end of the month.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th October, 1880. [1556

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENARTNEY,"
Captain H. W. Auld, will be despatched as above on or about the 13th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 1st October, 1880. [1576

FOR LONDON, VIA SUEZ CANAL.

THE Norwegian Steamer
"HAKON ADELSTEN,"
shortly due, will have quick despatch for the above Port.
For Freight, apply to
RUSSELL & Co.
Hongkong, 30th September, 1880. [1564

FOR LONDON, VIA SUEZ CANAL.

THE Danish Steamer
"OLAF,"
shortly due, will have quick despatch for the above Port.
For Freight, apply to
RUSSELL & Co.
Hongkong, 30th September, 1880. [1565

FOR SAN FRANCISCO.

THE A1 American Ship
"GREAT ADMIRAL,"
Thompson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 6th October, 1880. [1595

FOR NEW YORK.

THE A1 American Bark
"HANNAH W. DUDLEY,"
Dudley, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 6th October, 1880. [1596

FOR NEW YORK.

THE A1 American Ship
"CORA,"
Cooms, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 23rd September, 1880. [1525

FOR NEW YORK.

THE A1 American Ship
"ROSIE WELT,"
Welt, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 13th August, 1880. [1323

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY,
Taking Cargo and Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.

THE Company's Steamship
"ORESTES,"
Captain J. K. Webster, will be despatched on or about the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th October, 1880. [1582

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"BELLEROPHON"
Captain T. W. Freeman, will be despatched on or about the 16th October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th September, 1880. [1453

FOR SAN FRANCISCO.

THE A1 American Ship
"ANNIE H. SMITH,"
Bartlett, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 8th October, 1880. [1610

FOR NEW YORK.

THE A1 American Ship
"ALICE BUCK,"
Herriman, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 31st August, 1880. [1404

FOR HAVRE AND HAMBURG.

THE A1 British Ship
"AGNES MUIR,"
Lowe, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 30th September, 1880. [1571

FOR LONDON.

THE A1 British Ship
"SUMATRA,"
H. A. Tribe, Master, will load here and at Whampoa for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 27th September, 1880. [1551

FOR HAVRE AND HAMBURG.

THE 33-L 11 German Barque
"JOHANN HINRICH,"
Oestmann, Master, will load here and at Whampoa for the above Ports and have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 11th September, 1880. [1464

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, *viâ* Yokohama, on MONDAY, 11th October, 1880, at THREE P.M., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.
Connection is made at Yokohama with Steamers from Shanghai.
Freight will be received on board until 4 P.M. of the 10th October. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full: value of same is required.
A REDUCTION is made on RETURN PASSAGE TICKETS.
Consular Invoices to accompany Overland, Mexican

EXTRACTS.

"PUNCH" TO THE PREMIER.

"All's well," my William, "that ends well," and hearty
Are *Mr. Punch's* prompt congratulations,
Echoed, without respect of creed or party,
By a whole gladdened Nation's.

Whough! but it shook us, William, that sharp news;
That you were down—the stalwart, steadfast, stable
No man of us arose without the "blues"
From Monday's breakfast table.

The House looked chill, my William, and its voices
Were hushed to hear what, heard, deepened the sadness;
Now, House, *Punch*, People—all the World rejoices
With an unfeigned gladness.

Hurrah! But William, mine, be wise, beware!
Give not o'er tempered steel *too* sore a trial,
The Nation urges you, "Take rest! take care!"
And will not brook denial.

The venial selfishness of love suggests
The warning, of solicitude sure token.
We know the blade won't rust—it seldom rests—
But we'd not see it broken.

You *must*—but *Punch* is far too glad to chide,
He turns him to his task again more gaily,
Since he can send you, Will, with thankful pride,
Salve! instead of *Vale!*

THE MAN FOR BUCKRAM.

(FROM "THE GENERAL ELECTION OF 1880.")

CONCLUDED.

II.

I returned to the Bell at last, and found two gentlemen waiting to see me in two different rooms. Which would I see first? Mr. White, the Yellow agent, or Mr. Black, the Blue? I put my hand in my pocket and took out the first coin I found there. It was heads. 'Mr. Black,' said I. Though what *he* should want with a secret ally was beyond guessing. The better the understanding between us, the less he would have cared to see me, I should have supposed.

He was a decent fellow enough—very unlike my own agent, Mr. Splay.

'I come on the part of Sir Percival Lidyard and his committee,' said he. 'Allow me to say we don't understand your candidature at all.'

'I can quite believe that,' said I.

'You profess yourself a stranger to Buckram.'

'There is nothing with which I am more content,' said I, 'than with being a stranger to Buckram. I trust that a relation so satisfactory to both sides may never be changed.'

'You seriously intend to go to the poll?'

I sighed—seriously enough.

'I'm pledged to that,' said I.

'Pooh!' said he. 'We are sure of a majority of at least a hundred, cock sure.'

I stared.

'I have been given to understand it was entirely the other way.'

He stared.

'What fool told you that?' asked he. 'Splay?'

'Splay doesn't look like a fool,' said I. 'But it wasn't Splay.'

'You assert in your address that you have studied the politics of Old Buckram for years. In that case you must be aware that Mr. Splay has ceased to be identified with the Liberals ever since his quarrel with Sir Algernon. How is it, Mr. Power, that you, a Liberal candidate, have put yourself in well-known Conservative hands? I can have no dealings with Mr. Splay. Circumstances have arisen in Buckram which forbid me to recognise the very existence of Mr. Splay. Despite your address, Mr. Power, I do not believe that you understand the politics of Old Buckram. I understand them, and I understand Mr. Splay. I know what an "independent candidate" means in Buckram: professing Yellow, and put forward by a Blue. Yellow and blue together, Mr. Power, makes green. You are a green candidate, sir. Is that so? You are dividing the Yellows that you may divide the Blues, and hope to slip in by the discontented votes of both sides. Well, I'll be even with Splay. But, meanwhile, on what understanding will you consent to retire?'

Here were wheels within wheels. Evidently Mr. Black had been too respectable a practitioner—too much, no doubt, of the slow-going old family lawyer—to be let in behind the scenes of the plot concocted between my agent and my friend. Anyhow there was but one answer for me; and a spark or two was struck out of me by the threat of a bribe.

'I mayn't be so green a candidate as you take me for,' said I. And then—for once in my life—I came out, as if I'd myself been an errand-boy, with a 'No, Mr. Black; no!'

That was his answer, though he tried hard to get another. I think he'd have tried harder still, if I hadn't fairly bewildered him—I, a mere adventurer, who could only have come after the pickings of a contest, refusing them when they were offered me. But men who know the world are always being surprised.

My heart sank in me, though, when Mr. White came in. A different sort of lawyer, still respectable like Black, and yet quick and sharp like Splay.

'I'm not going to mince matters with you, Mr. Power,' said he. 'That's not my way; and it's not going to be Mr. Basset's way. I suppose you know that, owing to Sir Percival's recent conduct about the affair of the school-treat, we may count on his losing to us a hundred votes at least, perhaps more. This will be a neck-and-neck contest, Mr. Power. And now I understand that you, a professed Liberal, are, for personal motives—I won't specify more particularly—that you, out of personal motives towards Mr. Basset, are splitting the Liberal party in order to insure his defeat and the election of Sir Percival.'

Great Heavens! It had not struck me how Lucy's father would inevitably construe my candidature for Old Buckram. My ears tingled as if I had received a blow. It was worse then ever. To oppose him at all was bad enough; but to be accused of opposing Her father out of spite and revenge!

'Would to Heaven I could explain!' I cried. 'On my honour, I—'

'*I'm* not finding fault, Mr. Power; I'm a man of the world. You are not, I understand, a man of large private means. All's fair, you know, in love, war, and elections. What will you take to retire?'

'Does Mr. Basset think me so mean—' I began.

'Mr. Basset thinks you open to an offer. He suggests a cheque for a hundred pounds. I could hardly believe that, I must say. Say two hundred, and your expenses, and go back to town.'

I don't know how, but, in spite of everything, I boiled over.

'Sooner than let her think—sooner than let *him* think that, I'll fight him tooth and nail. Tell Mr. Basset,' said I, 'that I'm pledged body and soul to go to the poll, worse luck; and that if I wasn't, he's driven me to it now, worse luck still.'

'Would five hundred do?

'Five hundred thousand wouldn't do. My word's just the only thing I've got left me under heaven, and I won't lose that, anyhow.'

But that had been a cruelly hard No—try to think how hard, if you can! There was I, pledged to the politics of the dog in the manger when I'd have given all I was worth, if I'd been worth anything, to be free to enlist that very night and have done with everything—driven to seem revengeful, and treacherous, and mean in the only eyes I cared about. "But even that was better than breaking the word of a Power, or seeming a long way meaner still. It was a fearful insult, that hundred pounds: and if he hadn't been Lucy's father I must have been off after Long to Boulogne and asked John Basset to meet me there. Even my temper had gone with the rest of things.

I thought of all sorts of things. I thought of writing to Lucy herself to explain. But why should she believe me any more than her father or the rest of world? I didn't know her then as I do now. I thought and thought. How far did my pledge carry me? To refuse all offers and go to the poll. But to court or solicit a single vote? No. To avoid doing what might lose me votes? No. In such an atmosphere of trickery and diamond-cutting-diamond as I found myself in Old Buckram, I did not feel disposed to observe more than the letter of my bond; and I more than suspected Splay of being a knave, and Tom Long of being—well, not too honest where elections are concerned. That doesn't prevent a man's being as honest as the day in other things.

I must go to the poll. But it needn't be my my fault if a single Blue or Yellow in Old Buckram voted for me when I was there. If being unknown was the condition of winning votes, I would not remain unknown. That same night I got leave of absence from Splay and travelled up to town again. But I didn't go to Verulam-buildings. I went straight to chambers of a fellow-countryman of mine, a mighty clever fellow, who wrote for the papers, and sat up with him till next morning. Then, after posting a big packet to the *Mawshire Mercury*, which came out every Friday at Buckram, I went to an Inn and to bed, in the proud consciousness that, at last, Buckram would know what sort of a member they'd have in the person of Richard Power.

III.

It was the night before the poll. I haven't kept a diary up to that date, for it was Splay's plan to run me as a dark horse, and the meetings of my declared supporters had been neither frequent enough nor sufficiently well attended to be interesting. I made speeches, in which the solid meat of fact—or otherwise—was all Splay's, and nothing but the sauce of fancy was my own: I couldn't quite keep from that last, for I've a turn for eloquence, and whenever I get on my legs I've but a bad hand on the curb-rein. As to answering questions, I didn't get floundered in more bogs than most men, and Splay was always at my elbow to get me out again. That fellow had a genius for dry nursing; and sometimes I half forgot my own situation in the excitement of the hour, and spoke and chaffed as if I wasn't a miserable ninepin set up in order that Lucy's father might be knocked down. Upon my soul, I believe I could have made good running in Buckram if I'd only been in a fair and open field. But I never used to feel more like the cur and cad Lucy must be thinking me than when I raised a laugh or a cheer. I never felt one grain of peace of mind except when I posted that packet to the *Mercury*.

I got back to Buckram, timing things so that I could just manage to get from the station to the market-room, where my last meeting was to be held, without a minute to spare for seeing Splay on the road. Less to my surprise than you may expect, I found a very different sort of meeting from what I'd been used to. I believe half the electors and non-electors of Buckram must have been there—hardly a pin could be got in between them. I went straight on to the platform and bowed: just nodded to my chairman—I forget who he was entirely, if I ever knew—and never even looked at Splay; though I fancy I can guess in what sort of a way he was a looking at me, and I know he pulled me by the coat-tails as hard as if he'd been bribed by my tailor—poor fellow. I went at once into some bosh or other, and when I do go in for bosh—well, I do. There was a bit of a cheer at the end; and then up got a true Blue butcher, a leading man in the town council, and held in his hand a newspaper spread out like a mainsail. And then there was such a silence you might have heard the pin drop that you could'nt squeeze in.

'With the leave of the Chair,' said he, 'I'll ask Mr. Power a question. I'll ask him if he's read the last number of the *Mawshire Mercury*.'

Splay was in full collogue with my right elbow. But I jerked it back against his nose, and,

'That's soon answered,' said I, 'No.'

'Then I'll ask another question,' said the butcher, 'before I give Mr. Power the opportunity, which he appears to neglect, of improving himself with the Press of this great and enlightened empire, and—and—of Old Buckram. I'll ask him if it's true, as this were organ says, on the best authority, mind you, that he is in the hands of the Jews. I'll ask him if he is the Richard Power, of Gray's Inn, who, on the 2nd of January, was fined and costed for knocking down a policeman in the City of London. I'll ask him if he hasn't, on more than one public occasion—public-house occasion, gentlemen—expressed hisself in favour of 'Ome Rule.' (There was a grin at that, for the butcher's own notions of home rule were supposed to be based upon his experiences of gray mares.) 'I'll ask him—'

But there is no need to report *verbatim* the string of questions put by the butcher, and based upon the authority of the *Mercury*. Enough—that, by misrepresenting every chance word I had let fall, and by blackening every slip of which I had ever been guilty, I was made to appear a dissipated vagabond, a disguised rebel, with no sort of credit, social or financial—in short, an adventurer of the very worst kind, unworthy the support of any sane or honest man. It was an atrocious libel; and a journal that inserted it must have felt itself either singularly safe from legal proceedings or else singularly well informed. Even I couldn't help wincing at the work of my own and my compatriot's hands—even I couldn't help sighing to think how much truth lay under the exaggeration of exposure. Yes, my friend Malone had served me only too well. Short of downright felony, there was nothing with which I wasn't charged—and I'm only thankful that, by the end of my sitting in my friend's chambers, we hadn't contrived to make me out the murderer of my own grandmother. As it was, we hadn't—more shame for me—put in a fact that wasn't true, though a good deal of the colour was our own.

I wouldn't look at Splay. I got up, and said,

'I'm not the man to deny my name. I'm Richard Power, gentlemen. But that's a blackguard article all the same; and if the author of it will kindly give me the chance, I'll let him know it to his face—and on his face too,' said I.

'Say no; say no,' gasped Splay.

'No, I won't say no, Mr. Splay,' I went on out loud. 'If the electors of Buckram take me for a man to deny knocking down one policemen when, I'm proud to say, I knocked down two, then they don't know Richard Power.'

'That's the man for Buckram!' called out a rough voice at the back of the room. But it was only a non-elector's, and did not signify.

'And I'd sooner,' said I, warming up to my work and turning full on Splay, 'be in the hands of Jews that aren't election lawyers than of Christians that are.'

There was something like a laugh at that—the biggest I'd ever got out of Buckram. And before it was over there was a big fellow in a brown-paper cap pushing his way to the front, with as much regard for the ribs and toes of the leading men of Buckram as if they'd been so many nobodies. He elbowed and trampled right up to the platform, jumped on the back of a bench below, caught hold of the hand, I'd been waving as I spoke, and tugged at it as if he wanted to pull me down on to the floor. I was just putting my left fist between his eyes, when he shouted out,

"Three cheers for Power, mates!" and he went to work as if, instead of putting me off the platform, he'd changed his mind to shaking my arm out of my shoulder. 'So you be the gent, be you, as saw my little lass onsulted by a blackguard up in Lannon and stood up for her, like a man ought to for a girl? And as was guy in charge for the row you gotten into that by? Richard Power—that's the name; and if I'd a known where you lived in town I wouldn't a waited to pay you back what you was fined and costified for my little lass's sake till this here day. You was fined five pound. And I be Job 'Awkins, Free Commoner of Buckram as his worship the mayor; and I've had five pound from Lawyer Black this very arternoon; and here's the five pound you paid up for my little lass; and here's my vote, sir, and I wish I had a hundred of 'em; and here's my hand! If five pound 'll help you with them Jews, there they be!'

Mr. Hawkins got a bigger roar out of Buckram than even I had done.

'Faith,' said I, as soon as the roar was a quarter quiet, 'that's your hand, sure enough, unless it's Samson's; but I can't take your money; put it in your little lass's money-box, and vote straight for the master of the man that paid you.'

'I'll vote straight enough—and three cheers for—'

And Mr. Job Hawkins, to my relief, disappeared in a roar at the back of the room. And then, with the *Mercury* for my text, I went on in such a way as must needs lose me the vote of every man who knew me. They let me speak on, between whiles, just for the fun of the thing; for fun it is to see a man twisting the rope that's to hand him round his own neck with his own hands.

I'd done the trick that time. I'd given Lucy's father more than his full chance; and if it was at the cost of my own character, the price, worse luck, wasn't high, and wouldn't interfere with my claim to receive a shilling from the Queen down, and thirteenpence a day after.

Everybody in Buckram was a leading man. You have seen how I contrived to insult even my own agent. And in like manner, as I got warmer and warmer, I had publicly trodden on the tenderest corns of every public man in Buckram; I had got acquainted with most of their corns during my sojourn at the Bell, and where I happened to be ignorant accident favoured me. Mr. Black, Mr. White, Sir Percival, Sir Algernon, all suffered—John Bassot was the only man I spared. I lay down to sleep, blessed in the consciousness that every man in Old Buckram was my personal enemy. Splay cut me dead; and only the coffee-room waiter gave me a word of approval when he said to me.

'Ah, sir you give it 'em 'ot and strong!'

Next day was the day of the poll. But what was that to me? Enough that in name I was there. I did not take the trouble to get out of bed before twelve, and nobody came near me to bother me. When I sat down to breakfast, about one, I was suprised by the waiters bringing me a whole tray of visiting cards.

'Faith,' thought I, 'I'll have enough to keep my hand in for six weeks when I go to Boulogne. I suppose I'll have to fight all Buckram if I don't draw the line at Sir Percival.'

There were letters, too; but they'd keep: I never look at bills and lawyers' letters and things that people call correspondence till to-morrow. Only one thing interested me now—that John Basset should win, and I couldn't know that till past four. So I sat in my room, and made up my mind how, for Lucy's sake, I'd try to undeserve the truth I'd told of myself in the *Mercury*.

In was five minutes to four when my last and only friend left in Buckram—the waiter, to wit—brought me what I couldn't put off opening, for it was a telegram:—

'Long, Boulogne, to Power, Old Buckram, England.—You've done it by Jingo—Split the Yellows instead of the Blues—Splay sold as—bang you, instantly retire.'

Heavenly powers! What had I done? I had mistaken my colour after all. I should, for Basset's sake, have split the Blues; I should have fought against him as his friend, not with him as his enemy! All this might have been spared me—never would I have that sort of headache again. But, thank the stars, it had not been too late; perhaps he had won after all in the neck-and-neck race I had left for him: and, thank the sun and moon and all the planets, I was left free to explain. I threw on my hat and started for his committee-room, twenty stairs at a time. Ah, the result of the poll! It was being put up at the Bell door. Which was it—Lidyard or Basset, Bassat or Lidyard? Heavenly powers!

Power (L.)	489
Lidyard (C.)	375
Bassat (L.)	374

What could it mean?

'What *does* it mean? I shouted to Mr. White, as soon as I could catch him just outside Basset's committee-room.

'It means, Mr. Power,' said he, in a rage,—'it means that there are 489 —— fools in Old Buckram, each one of whom hates and detests and envies the other 488 so hot and strong that he'll swallow any insult you like for the sake of the other 488 getting it hotter and stronger still. It means that Smith voted for you'—his voice went higher—'because you spoke Smith's mind for him about Brown and Robinson, and Robinson because you did same by Smith and Brown. It means that the ballot-box—it means that—'

'That's the man for Buckram!' cheered a voice that I remembered from last night. 'That's the gent as floored two peelers and gav it 'em 'ot and strong! That's the man for Buckram!' That's the man as takes his liquor like a man! That's the cove as stood up for a lass as was onsulted! Ay, sir, that's what we Free Commoners of Buckram votes for when we gets him—like as how we've gotten you—and if five pounds—'

* * * * * *

Yes, that is how I for a short time—a very short time—came to write myself Richard Power, M.P. I'm afraid that, when the poll was declared, 489 of my constituents felt rather ashamed of themselves. It is odd exceedingly that not one man in Old Buckram was ever heard to admit that he had voted for Power; but everybody suspected everybody else, so that the public quarrel presently included some 1,238 instead of only 489. I became Steward of the Chiltern Hundreds, and saw Old Buckram no more. But though this is the end of my story, and though I can go no farther without beginning a longer and pleasanter one, I cannot quite end here. I must add a moral, though what I have told is no fable. My experiences of headaches and heartaches—well, I should be as big a fool as one of my own constituents if they had been quite thrown away. I hope my reader doesn't think me capable of writing in this strain if that terribly true libel in the *Mawshire Mercury* were still entirely deserved. If he thinks that of one whose last boast is—not that he is a member of the House of Commons, which he isn't, but that he *is* the husband of Lucy Power—why, then he insults the common sense of my wife; and he who insults even her little finger-nail will have to reckon with a fist which once, by knocking down two policemen, proved itself to be that of 'The Man for Buckram.'

M. Esperon, a member of the Bordeaux Bicycle Club, left that city on a bicycle on the 2nd instant under heavy rain, and arrived on the 13th instant at Milan. He made on the first day 250 kilometres, arriving in the evening at Toulouse, and continued his journey, passing through Carcassone, Narbonne, Montpellier, Nimes, Marseilles, Cannes, Nice, keeping the coast up to Genoa. M. Esperon intends to return by Switzerland, Germany, Belgium, and Paris, to Bordeaux.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 9TH OCT., 1880.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 21, per 100 lbs.	$88.00 to 93.00
Cotton Yarn, No. 28 to 32, per 100 lbs.	$93.00 to 105.00
Cotton Yarn, No. 33 to 42, per 100 lbs.	$118.00 to 124.00
Cotton Yarn, Bombay	$79.00 to 82.00
Chintz, per piece	$1.70 to 1.75
Dyed Shotted Shirtings, per piece	$3.00 to 3.05
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.70 to 2.75
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.60
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.00
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.27 to 2.30
Grey T-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
Grey T-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
Grey T-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
Grey T-Cloths, 24yds 36in 8lbs. XD p. pc.	$2.10 to 2.15
Grey T-Cloths, 24yds 36in 8lbs. XXp. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.76 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 68 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 800 reed, per piece	$3.65 to 3.70
White Shirtings, 7,000 reed, per piece	$3.40 to 3.45
White Shirtings, AA, per piece	$1.75 to 1.85
White Shirtings, SF, per piece	$5.70 to 5.75
White Shirtings, MH, per piece	$4.47 to 4.50
White Shirtings, EI, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 5 lbs., per pair	$3.95 to 4.25
Blankets, 6 lbs., per pair	$4.25 to 4.75
Blankets, 10 lbs., per pair	$4.95 to 5.25
Blankets, 12 lbs., per pair	$6.15 to 6.30
Camlets, SSS, per piece	$14.50 to 15.00
Camlets, SS, per piece	$14.00 to 15.00
Camlets, S, per piece	$15.00 to 16.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.00 to 16.40
Camlets, LLL, per piece	$14.50 to 15.00
Long Ells, MM Scarlet, per piece	$8.30 to 8.35
Long Ells, MM Assorted, per piece	$8.30 to 8.35
Long Ells, HH Scarlet, per piece	$8.30 to 8.35
Long Ells, HH Assorted, per piece	$8.20 to 8.25
Long Ells, H Scarlet, per piece	$8.40 to 8.45
Long Ells, H Assorted, per piece	$7.95 to 7.82
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per piecl	$2.90 to 2.80
Iron, Hoop, per piecl	$2.85 to 3.10
Iron, Bar, per piecl	$3.30 to 3.35
Iron, Wire, per piecl	$6.75 to 6.80
Lead, WB, per piecl	$6.00 to 6.05
Lead, LB, per piecl	$5.90 to 5.95
Lead, Hole Chop, per piecl	$5.90 to 5.95
Quicksilver, English, per piecl	$59.40 to 59.60
Quicksilver, American, per piecl	$59.50 to 59.70
Steel, English, per tub	$3.20 to 3.25
Steel, Swedish, per tub	$4.15 to 4.25
Sheathing Metal, per piecl	$22.00 to 22.50
Spelter, per piecl	$7.15 to 7.20
Tin, Malacca, per piecl	$27.00 to 27.80
Tin, Plates, per box	$5.75 to 5.85

PRODUCE.

Almonds, per piecl	$18.50 to 19.00
Alum, 1st quality, per piecl	$1.55 to 1.65
Alum, 2nd quality, per piecl	$1.45 to 1.55
Bark, Siam, per piecl	$0.83 to 1.10
Bark, Camphor, per piecl	$15.20 to 15.40
Beche de Mer, per piecl	$50.00 to 55.00
Bees Wax, Japan, White, per piecl	$17.50 to 17.80
Bees Wax, Hankow, Yellow, per piecl	$44.00 to 46.50
Bees Wax, White, per piecl	$31.50 to 31.00
Birds' Nests, 1st quality, per piecl	$1,050 to 2,550
Birds' Nests, 2nd quality, per piecl	$650 to 800
Birds' Nests, 3rd quality, per piecl	$75.00 to 210
Brimstone, per piecl	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.00 to 8.00
Camphor, packed, per piecl	18.00 to 21.00
Camphor, Baroca, clean, per piecl	$3,500 to 3,800
Camphor, Refuse, per piecl	$1,800 to 1,950
Cardamoms, Superior	$125 to 155
Cardamoms, Inferior, per piecl	$20.00 to 20.50
Cloves, per piecl	$44.00 to 45.00
Coals, Afoat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per piecl	$22.20 to 24.50
Copper, Sheathing, Japan, per piecl	$21.00 to 22.50
Copper, Rod, Japan, per piecl	$23.70 to 24.00
Copper, Nails, per piecl	$23.50 to 23.80
Cotton, Bombay, per piecl	$15.30 to 16.80
Cotton, Calcutta, per piecl	$17.00 to 17.80
Cotton, Ningpo, per piecl	$18.20 to 18.60
Cotton, Shanghai, per piecl	$16.00 to 17.50
Cotton, Shantung, per piecl	$16.20 to 16.30
Cotton, Tientsin, per piecl	$17.00 to 17.80
Cotton, Tungchow, per piecl	$16.50 to 16.00
Cotton Seeds, Saigon	$4.10 to 4.20
Cotton Seeds, Siam	$4.20 to 4.30
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chinchow, per piecl	$26.00 to 27.50
Dates, Black, per piecl	Tls. 3.3.5 to 3.4.5
Dates, Red, per piecl	Tls. 2.9.5 to 3.0.5
Dried Lily Flowers	$6.25 to 6.35
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.68 to 1.81
Flour, American, per barrel of 196 lbs.	$3.95 to 4.10
Flour, American, per barrel of 200 lbs.	$6.95 to 7.10
Ginseng	$49.00 to 50.00
Fungus	$0.50 to 0.65
Fishtail, per piecl	$200 to 285
Ginseng, American, 1st quality, p. piecl.	$160 to 210
Ginseng, American, 2nd quality, p. piecl.	Tls. 17.7.0 to 18.0.0
Hams, Ordinary, per piecl	Tls. 29.5.0 to 31.0.0
Hams, Superior, per piecl	$10.50 to 12.00
Hemp, Hankow, per piecl	$10.40 to 11.00
Hemp, Siam, per piecl	$36.00 to 45.00
Isinglass, Japan, per piecl	$4.90 to 5.30
Melon Seeds, 1st quality, per piecl	$4.20 to 4.50
Melon Seeds, 2nd quality, per piecl	$36.00 to 46.50
Mushrooms, per piecl	$8.25 to 9.10
Musseli, Dry Siam large, per piecl	$7.25 to 7.45
Musseli, Dry Siam middle, per piecl	$6.15 to 6.35
Musseli, Dry Siam small, per piecl	Tls. 6.6.0 to 5.6.5
Pat tick, per piecl	$2.04 to 2.07
Peas, Wu-tu, per piecl	$1.28 to 1.68
Peas, Green, per piecl	$1.62 to 1.84
Peas, Black, per piecl	$1.76 to 1.78
Peas, Yellow, per piecl	$1.76 to 1.81
Peas, Green Beans, per piecl	$6.60 to 7.80
Pearl Barley, per piecl	Tls. 1.5.0 to 1.4.5
Potatoes Flour, per piecl	$13.00 to 14.70
Putchuck, per piecl	$2,650 to 3,000
Rhinoceros Horn, per piecl	$2,000 to 2,400
Rhinoceros Horn, Master, per piecl	$2.20 to 2.24
Rice, Siam, No. 1, per piecl	$2.14 to 2.16
Rice, Siam, No. 2, per piecl	$1.97 to 2.00
Rice, Siam, milled No. 1, per piecl	$1.54 to 1.56
Rice, Siam, milled No. 2, per piecl	$1.94 to 1.96
Rice, Saigon, No. 1, per piecl	$1.85 to 1.87
Rice, Saigon, Hemp bags	$1.75 to 1.77
Rice, Saigon, Straw bags	$2.60 to 2.70
Rice, Japan	$6.25 to 6.35
Saltpetre, per piecl	$2.95 to 3.00
Seaweed, Green, per piecl	$3.10 to 3.42
Seaweed, Cut, per piecl	$4.55 to 4.75
Sesamum, White, per piecl	Tls. 2.7.5 to 6.3.5
Sesamum, Black, per piecl	$35.00 to 30.00
Sharkskins, per piecl	$37.00 to 39.00
Shellfish, Japan, per piecl	$11.50 to 12.00
Shellfish, California, per piecl	$5.00 to 6.50
Shockfish, per piecl	
Straits Produce, &c.—	
Betel Nut, per piecl	$4.75 to 4.85
Pepper, White, per piecl	$15.60 to 16.00
Pepper, Black, per piecl	$10.00 to 10.40
Rattan, Straits, per piecl	$5.20 to 5.50
Rattans, Bangar, per piecl	$3.00 to 4.60
Sandal Wood, Malabar, per piecl	$4.35 to 4.45
Sandal Wood, South Seas, per piecl	$21.50 to 22.50
Sapan Wood, Manila, per piecl	$1.45 to 1.65
Sapan Wood, Siam, per piecl	$1.35 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$8.20 to 8.90
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.65 to 6.75
Sugar, Shek-lung, Brown, per piecl	$5.05 to 5.15
Sugar Candy, Shek-lung, per piecl	$9.90 to 10.50
Sugar Candy, Foochow, per piecl	$11.50 to 12.00
Sugar Candy, Swatow, White, per piecl	$7.85 to 8.15
Vermicelli, Tientsin, per piecl	$6.80 to 7.00
Walnuts, per piecl	$5.25 to 5.30
Wheat, Tientsin, per piecl	$2.15 to 2.18
Wheat, Japan, per piecl	$2.15 to 2.13
Wood Oil, per piecl	Tls. 6.6.0 to 6.6.5
Window Glass, per box	$3.35 to 3.45

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albay	Oct. 10	F. Ashton	Brit. str	366	D. Lapraik & Co	Amoy
America	Sept. 4	Mooney	Brit. str	948	Birley & Co	Repairing
Avoca	Oct. 6	Murray	Brit. str	905	P. & O. S. N. Co	
Brisbane	Oct. 9	Reddell	Brit. str	891	Gibb, Livingston & Co	Australia
Chas. T. Hook	Oct. 10	Bradley	Brit. str	902	Ed. Schellhass & Co	Saigon
Consolation	Oct. 8	Young	Brit. str	764	Yuen Fat Hong	Bangkok
Douglas	Oct. 8	S. Ashton	Brit. str	864	D. Lapraik & Co	East Coast
Elmy	Oct. 9	Blanco	Span. str	222	Remedios & Co	
Fokien	Oct. 9	Abbott	Brit. str	509	D. Lapraik & Co	Amoy
Hainan	Oct. 8	Conner	Amr. str	285	Russell & Co	Hoihow
Hongkong	Sept. 10	Konnat	Brit. str	66	Kwok Keen Kio	
H. C. Orsted	Oct. 3	G. Orsted	Dan. str	337	G. N. Telegraph Co	
Ichang	—	J. Ogston	Brit. str	700	Butterfield & Swire	Canton
Japan	Sept. 30	Gardner	Brit. str	1865	D. Sassoon, Sons & Co	Calcutta
Iracouaddy	Oct. 10	Macé	Fren. str	2477	Messageries Maritimes	Marseilles
Kang-chi	Sept. 19	Crowlie	Chi. str	683	C. M. S. N. Co	Hoihow
Kiu-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Lorne	Oct. 10	McKechnie	Brit. str	1035	Jardine, Matheson & Co	
Mariveles	Aug. 7	Munoz	Span. str	528	Remedios & Co	Repairing
Moray	Oct. 2	Butcher	Brit. str	1426	Jardine, Matheson & Co	Calcutta
Oceanic	Sept. 29	Metcalfe	Brit. str		O. & O. S. S. Co	Yokohama
Powan	—	A. G. Carey	Brit. str		H.C. & M. Steamboat Co	Canton
Sea Gull	Mar. 24	Hayden	Amr. str	48	C. Traders' Insurance Co	
Yangtsé	Oct. 9	Champenois	Fren. str	2393	Messageries Maritimes	Shanghai
Yuttung	Oct. 9	Scott	Brit. str	286	Kwok Acheong & Sons	Swatow

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Agnes Muir	Sept. 21	Lowe	Brit. sh	853	Carlowitz & Co	Havre
Alice Buck	Aug. 27	Herriman	Amr. sh	1425	Vogel & Co	New York
A. H. Smith	Sept. 19	Bartlett	Amr. sh	1457	Vogel & Co	S. Francisco
Alva	July 23	E. de Souza	Port. sh	632	Brandao & Co	
Augusta	Oct. 10	Thomsen	Brit. sch	210	Meyer & Co	
Brunette	Sept. 19	Dow	Brit. bk	375	Russell & Co	
Cananore	Sept. 20	Lafflitte	Fren. bk	558	Jardine, Matheson & Co	
Canton	Sept. 18	Knudson	Siam. sh	779	Chinese	
Cashmere	Sept. 29	Collamore	Amr. sh	936	Arnhold, Karberg & Co	
Cora	Aug. 20	Coombs	Amr. sh	1491	Russell & Co	New York
Courier	Sept. 19	La Porte	Fren. bk	346	Landstein & Co	
Dorothea	Sept. 19	Moller	Ger. bk	620	Arnhold, Karberg & Co	
Emma	Oct. 5	Michelsen	Ger. bk	231	Ed. Schellhass & Co	
Flechero	Sept. 5	Corlyon	Brit. bk	730	Wieler & Co	
F. Nightingale	Oct. 8	McIntyre	Brit. bk	464	Arnhold, Karberg & Co	
France	Sept. 29	Exmolin	Fren. bk	499	Landstein & Co	
G. Admiral	Sept. 18	Thompson	Amr. sh		Russell & Co	
H. W. Dudley	Aug. 31	Dudley	Amr. bk	1098	Russell & Co	
Iris	Sept. 29	Shaw	Brit. sch	206	Siemssen & Co	
James Bailey	Sept. 18	Mann	Amr. sh	1531	P. & O. S. N. Co	
Louisa	Sept. 14	Schierloh	Ger. sch	215	Ed. Schellhass & Co	
Lota	Sept. 23	Dudfield	Brit. bk	472	Borneo Co	
Manila II.	Sept. 21	Gonner	Ger. bk	511	Siemssen & Co	
Marie Alfred	Sept. 82